



A vibrant community offering a new way of living



Clonburris

Strategic Development Zone

PLANNING SCHEME | May 2019





**A VIBRANT
COMMUNITY
OFFERING A
NEW WAY OF
LIVING**



PLACE | CHOICE | GROWTH

Clonburris

Strategic Development Zone

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Introduction and Vision for Clonburris

- 1.1 Introduction
- 1.2 The Strategic Development Zone Vision
- 1.3 Overarching Principles of the Planning Scheme
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- 1.5 Introduction to the Planning Scheme Area
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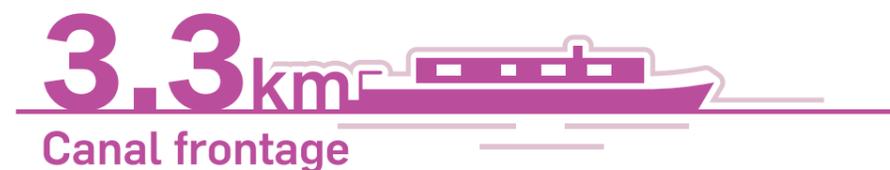
Section 1.1 Introduction

The Clonburris Strategic Development Zone (SDZ) Planning Scheme represents a shared outlook for the future residential, social, economic and environmental development of a new planned and sustainable community in South Dublin County. In a period of renewed growth in Ireland, the County is in a strong position to increase its share of residential and economic development within the Dublin Region. Within this context - sense and pride of place should always be at the core of spatial planning, and as such future growth needs to be planned for in a co-ordinated and balanced way.

Government designated Strategic Development Zones are a robust and important mechanism in providing for growth and urban expansion in the medium to long term. At the heart of the holistic approach to the future development of South Dublin County are the themes of quality of life, prosperity, sustainability, health and well-being, social inclusion and climate change. Accordingly, the preparation of the Clonburris SDZ Planning Scheme represents a timely opportunity to strengthen the County's position and reputation and to align and unlock its potential in accordance with local, regional and national ambitions.

The scale and potential of the site, together with the extent of existing and planned public transport opportunities, services and infrastructure, and showcasing sensitive use of key site assets such as the Grand Canal, Griffeen Valley Park and other natural features, provide an excellent basis for the development of a forward thinking and vibrant new community in South Dublin County.

The Planning Scheme will deliver:



Section 1.2 The Strategic Development Zone Vision

‘A vibrant community offering a new way of living’



The strategic site of the Clonburris SDZ can become an exemplar and distinctive new community into the future, centred on the provision of a choice of high quality homes and access to a range of local services and amenities, together with the delivery of reliable public transport options. Open spaces and parks will be an important feature of this sustainable community.

The public realm to be created at Clonburris will be critical in place making and ensuring that pedestrians and cyclists have maximum access to a range of local facilities and amenities. Convenient and attractive routes will connect the area to surrounding neighbourhoods and villages, and the wider South Dublin County beyond. The careful consideration of development adjacent to the Canal side setting and Griffeen Valley Park will make Clonburris an amenity destination in South Dublin County.

The Clonburris SDZ will be an exemplar in sustainable community development, including the provision of green infrastructure, sustainable urban drainage and the consideration of energy and climate change mitigation options.

The development of the entire Planning Scheme is expected to deliver a target of 9,416, new homes, a minimum of 7,300 sq.m gross community floorspace, approximately 22,520 sq.m gross retail floorspace and in the range of 30,000 to 40,000 sq.m employment floorspace.



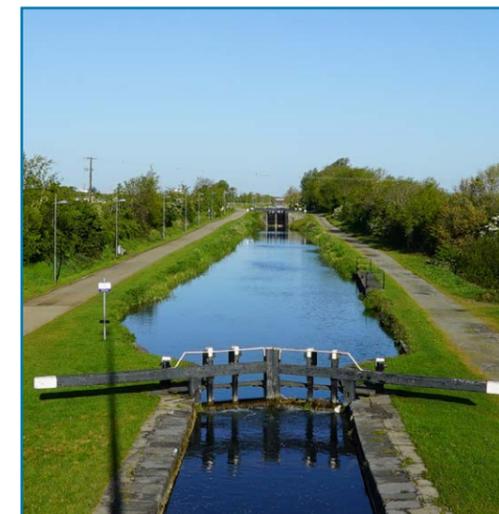
Figure 1.1 | The Planning Scheme Vision



Section 1.3 Overarching Principles of the Planning Scheme

The key overarching principles of the Planning Scheme are as follows:

- » To avail of a unique opportunity to create a multi-faceted new community in South Dublin County, promoting best practice in place making and sustainable development, cognisant of the existing centres and communities of Adamstown, Lucan, Clondalkin and Liffey Valley;
- » To realise the optimum development of the SDZ area with a target of 9,416 (up to 11,098) new homes offering a choice of dwelling types, sizes and tenure options;
- » To set out a masterplan for the SDZ lands which addresses the delivery of new community facilities and supporting infrastructure and to outline how they will be delivered;
- » To ensure that measures to support the sustainable development of the SDZ lands as detailed in the accompanying Strategic Environmental Assessment (SEA) Environmental Report, and associated environmental assessments are applied and adhered to in the Planning Scheme implementation;
- » To develop the SDZ in a manner that maximises existing and proposed public transport opportunities, including high quality rail and bus services, and supports these opportunities with an integrated network of streets and routes with a clear hierarchy that promote walking and cycling;
- » To direct land-uses and densities across the SDZ lands in a manner that creates a sustainable urban district that is based on the integration of land-use and transport planning;
- » To ensure that development across the SDZ lands is carried out in a design led manner that prioritises place making and accords with the core principles of urban design and the creation of integrated streets;
- » To develop vibrant mixed use centres around Clonburris and Kishoge railway stations as part of a hierarchy of urban centres to serve Clonburris;
- » To support the provision of attractive retail floorspace at Clonburris and Kishoge Urban Centres to contribute to the creation of active mixed use centres;
- » To support and facilitate growth of the local economy and promote the Planning Scheme as a location for employment;
- » To facilitate the balanced provision of community facilities and services for the residents of Clonburris to promote health and wellbeing, social inclusion and quality of life;
- » To maximise appropriate access to and use of the Grand Canal, Griffeen Valley Park and other biodiversity assets in an ecologically sensitive way, thereby offering unique selling points to the SDZ Planning Scheme;
- » To deliver a network of high quality green and blue infrastructure spaces and public parks while protecting, enhancing and sensitively upgrading the natural, built and cultural assets of Clonburris lands;
- » To provide attractive, interesting and well used outdoor spaces using the latest place making and urban design principles, creating a pedestrian-centred environment with active, inviting public space, parks and private gardens;
- » To retain and enhance architectural heritage and archaeological heritage features, sites and structures within the SDZ lands by encouraging conservation and incorporation including adaptive re-use, where appropriate, within the built fabric and landscape of the SDZ Lands;
- » To prioritise the delivery of high quality services, utilities infrastructure, and sustainable urban surface water drainage;
- » pioneer the development of energy networks at the Clonburris and Kishoge urban centres, and explore potential for other low carbon energy opportunities at Clonburris; and
- » To ensure that the phasing and implementation of the SDZ occurs at a pace whereby it is supported by all necessary supporting community facilities, services, infrastructure and amenities, in order to ensure that place making is prioritised.
- » To provide for an accessible and inclusive new community at Clonburris, promoting the highest levels of universal accessibility in the design of all buildings, facilities and open spaces



Section 1.4 Introduction to the Strategic Development Zone Framework

On 15th December 2015, the Government approved the designation of the lands at Balgaddy - Clonburris, as a site for the establishment of an SDZ. Order 2015 (S.I. No. 604 of 2015) established and extended the designated area for the Clonburris SDZ. The Draft Planning Scheme shall be prepared not later than two years after the making of the Order. Under the Designation of Strategic Development Zone: Balgaddy - Clonburris, South Dublin County Order 2015, the lands which are deemed to be of economic and social importance to the state, are:



designated as a site for the establishment of a strategic development zone in accordance with the provisions of Part IX of the Act for residential development and the provision of schools and other educational facilities, commercial activities, including employment office, hotel, leisure and retail facilities, rail infrastructure, emergency services and the provision of community facilities as referred to in Part III of the First Schedule to the Act, including health and childcare services.”

From this point forward in the Planning Scheme, the lands at Balgaddy - Clonburris SDZ shall be referred to as the Clonburris SDZ. The Planning Scheme is a spatial planning document which has been led by South Dublin County Council (SDCC), as the Development Agency. The Planning Scheme has been prepared in collaboration with a range of stakeholders including: SDZ landowners, the general public, government agencies, statutory bodies, staff and elected members of SDCC.

The effect of the 2015 Government Order is to revoke the 2006 Government Order (SI 442 of 2006) that designated 180 hectares of land at Clonburris as an SDZ. The making of a Planning Scheme for these lands will revoke the existing 2008 Planning Scheme. The Clonburris Local Area Plan 2008 expired in 2014. The existing 2008 SDZ Planning Scheme will remain in place until such time as superseded by the new Planning Scheme for the area.

To inform the preparation of the Planning Scheme, SDCC undertook non-statutory pre-draft public consultation in Spring 2016. A total of 140 submissions were received. A Chief Executive's Report was prepared summarising the issues raised during the Pre-Draft Public Consultation, and the report was noted by the Elected Members of SDCC at a Council Meeting, on Monday 20th June 2016. The key issues raised during public consultation included: the provision of a range of supporting community facilities, an efficient road transport network, public transport delivery, public open space provision and the need for high quality design at Clonburris.

The SDZ Planning Scheme was also prepared following a comprehensive period of gathering an evidence base, research and analysis, which is summarised as follows:-

- » A comprehensive ecological study, including a review of the biodiversity assets and existing green infrastructure, was undertaken to inform the Planning Scheme masterplanning process;
- » A strategic flood risk assessment was undertaken to ascertain the impact of the Planning Scheme on existing drainage infrastructure and future requirements;
- » A surface water strategy was carried out to scope the necessary requirements on site, with particular regard to opportunities for sustainable urban drainage (SUDs). The strategy was informed by a topographical survey which was undertaken on the site;
- » A detailed transport assessment was undertaken to understand the impact of the Planning Scheme build out on the existing road network and the opportunities for improved local public transport options;
- » A retail and employment floorspace analysis of the Planning Scheme was undertaken to inform the approach to phasing and implementation, which is key to the delivery of the new community at Clonburris;
- » An energy masterplan has been undertaken in partnership with the Sustainable Energy Authority of Ireland (SEAI), to explore the opportunities for the best practice delivery of low carbon and renewable energy interventions at Clonburris;
- » A site-wide Archaeological and Architectural Heritage Inventory was undertaken to identify heritage features, sites and structures within the SDZ lands;
- » Updated local research and data collection was carried out to inform the SEA Environmental Report and AA Stage One Screening Report; and
- » A range of SDCC urban design workshops were undertaken to capture the most up to date and best practice approaches to masterplanning concepts and Planning Scheme development.

A number of these stand-alone documents can be read in conjunction with the Planning Scheme.

The Draft Planning Scheme was on public display from September to December 2017. Following the periods (Draft Stage and Material Alterations) of public display and the preparation of the Chief Executive's Reports on submissions and observations received, the Elected Members voted to adopt the Planning Scheme in June 2018 with alterations, a number of which constituted material alterations. This decision was appealed to An Bord Pleanála. An Bord Pleanála held an oral hearing in relation to the appeal in January 2019.

An Bord Pleanála decided on May 8th 2019, under the provision of the Planning and Development Act, 2000, as amended, to approve the making of the planning scheme for Clonburris subject to modifications and clarifications. This document is the consolidated Planning Scheme and integrates the approved alterations, modifications and corrections to the Draft Planning Scheme. This consolidated Planning Scheme shall be used by the planning authority in assessing all planning applications in the SDZ.

Section 1.5 Introduction to the Planning Scheme Area

Figure 1.2 | The SDZ Location



The SDZ lands, consisting of approximately 280 hectares, are located to the west of Dublin City Centre and the M50 - within the triangle between Lucan, Clondalkin and Liffey Valley. The lands are bisected from east to west by the Kildare railway and by the Grand Canal to the south, and by two strategic roads - the Grange Castle Road (also referred to as the Outer Ring Road) in the centre of the site and the Fonthill Road to the east. The R120 Lock Road forms part of the western boundary of the lands. Grange Castle Business Park is located to the south of the SDZ lands. The Adamstown SDZ is located adjacent to the north-west boundary of the SDZ lands..

The lands at Clonburr are currently characterised by transitional agricultural landscapes. Despite its location and context between the established communities of Lucan and Clondalkin, the lands have never been developed to any significant degree and retain a largely rural character. In recent years, a primary and secondary school have been constructed on the lands. A number of private residences are located on the lands, together with traveller accommodation constructed by South Dublin County Council. There are two train stations constructed within the SDZ, the Clondalkin-Fonthill station is operational, the Kishoge station is constructed but not operational to date.

Section 1.6 Policy Context

The Planning Scheme is consistent with current guidance, strategies and policies at national, regional and local level, including the Development Plan 2016-2022. In the Development Plan, Clonburris is classified as part of Clondalkin Metropolitan Consolidation Town and a Level 3 Retail Centre. The Planning Scheme takes account of a hierarchy of plans and local level strategy, which when combined facilitate the following key objectives:

- » To align with Government policy including ‘Rebuilding Ireland – Action Plan for Housing and Homelessness’ (July 2016), to facilitate the expedient delivery of affordable new housing in the Dublin Region, catering for high quality design and a range of dwelling type, size and residential tenure;
- » To facilitate the delivery of a Planning Scheme that supports the development of a new residential led community at Clonburris, together with accessible supporting community facilities and mixed use services, whilst maximising place making and the potential of the sites strategic location and accessibility by public transport;
- » To maximise the potential of the sites key natural, built heritage and biodiversity assets, whilst protecting and mitigating against adverse environmental and climate change impacts;
- » To engage collaboratively with all stakeholders with an interest in Clonburris to ensure the highest quality outcome in the delivery of a new sustainable community in South Dublin County; and
- » To set out how the policies and objectives of the Development Plan and other local plans and strategies can be achieved with regard to the implementation of SDZs.

A hierarchy of national, regional and local guidance and plans, as shown in Figure 1.3, have been taken into consideration in the preparation of the Planning Scheme.

Additionally, as part of the appeal process, An Bord Pleanála considered the national policy and guidelines that emerged between the Draft Planning Scheme and the appeal decision, including, but not limited to, the Project Ireland 2040: National Planning Framework (2018), Design Standards for New Apartments – Guidelines for Planning Authorities (2018) and the Urban Development and Building Heights – Guidelines for Planning Authorities (2018).

“Rebuilding Ireland” (2016) sets ambitious targets to double the annual level of residential construction to 25,000 homes and deliver 47,000 units of social housing in the period to 2021. A key element of Rebuilding Ireland is the identification of Major Urban Housing Development Sites MUHDS with the potential to deliver up to 30,000 additional homes, in locations on existing zoned lands and close to the key areas of demand over the next three to four years, with even more potential for another 30,000 homes on those lands or a total of 60,000 homes in the long term. Clonburris is identified as a MUHDS, reflecting the national importance of the SDZ lands. The implementation of the “Rebuilding Ireland” through the Local Infrastructure Housing Activation Fund (LIHAF) has included Clonburris in the initial funding allocation in 2017.

The “Planning and Development of Large-Scale, Rail Focused Residential Areas in Dublin Report” (NTA, 2013) identifies Clonburris as a strategic residential development area.



Figure 1.3 | Hierarchy of Plans and Guidance



Figure 1.4 | Strategic Residential Development Areas



Source: The Planning and Development of Large-Scale, Rail Focused Residential Areas in Dublin Report, (NTA, 2013)

The Planning Scheme will deliver new housing as an expansion of the established Lucan and Clondalkin areas in the Greater Dublin Area. This expansion will focus on the creation of sustainable new communities served by high quality public transport. The successful implementation of the Planning Scheme will contribute to the realisation of the objectives of Rebuilding Ireland, the construction of a mix of tenure types, the creation of an attractive place for people to live at affordable prices and rents, and a sustainable integrated community. New development shall be linked to existing transport services, physical and social infrastructure and amenities. Future housing provision will take account of the housing needs of the County's population in particular, the changing demographic factors and a range of dwelling type, size and residential tenure.

All planning applications within the SDZ boundary shall be consistent with this Planning Scheme and shall have regard to the Development Plan. Planning Schemes form part of the County Development Plan for the area and any contrary provisions of the Development Plan are superseded by the Planning Scheme. SDCC will consider a review of the Planning Scheme for the SDZ on the adoption of a new County Development Plan.

Any Section 28 Guidelines referenced in this Planning Scheme may be superseded by subsequent publications and these shall be applied accordingly.

Section 1.7

Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA)

The Planning Scheme has been prepared in accordance with the requirements of the Planning and Development Act 2000-2016 (as amended), the Planning and Development (Strategic Environmental Assessment) Regulations 2004 and Article 6 of the Habitats Directive 92/43/EEC. The Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) processes carried out in tandem with the preparation of the Planning Scheme, have ensured full integration and consideration of environmental issues throughout the Planning Scheme preparation process. The SEA Environmental Report and AA Stage One Screening Report are available as separate documents, to be read in conjunction with the Planning Scheme.



Section 1.8

Structure of the Planning Scheme

The Planning Scheme is structured as follows:

Chapter 1.0: Introduction and Vision

Chapter 2.0: Planning Scheme Framework

The Planning Scheme is constructed by building and linking a number of layers. The Planning Scheme comprises the following key layers: green infrastructure and natural heritage, land use strategy, urban structure, density, transportation, community facilities, amenity and open space, economic development and retail, infrastructural services and energy.

Chapter 3.0: Character Areas and Development Areas

The Planning Scheme proposals are developed in more detail at the scale of the individual Development Areas within the SDZ lands. The potential extent of development is also set out for each Development Area.

Chapter 4.0: Phasing

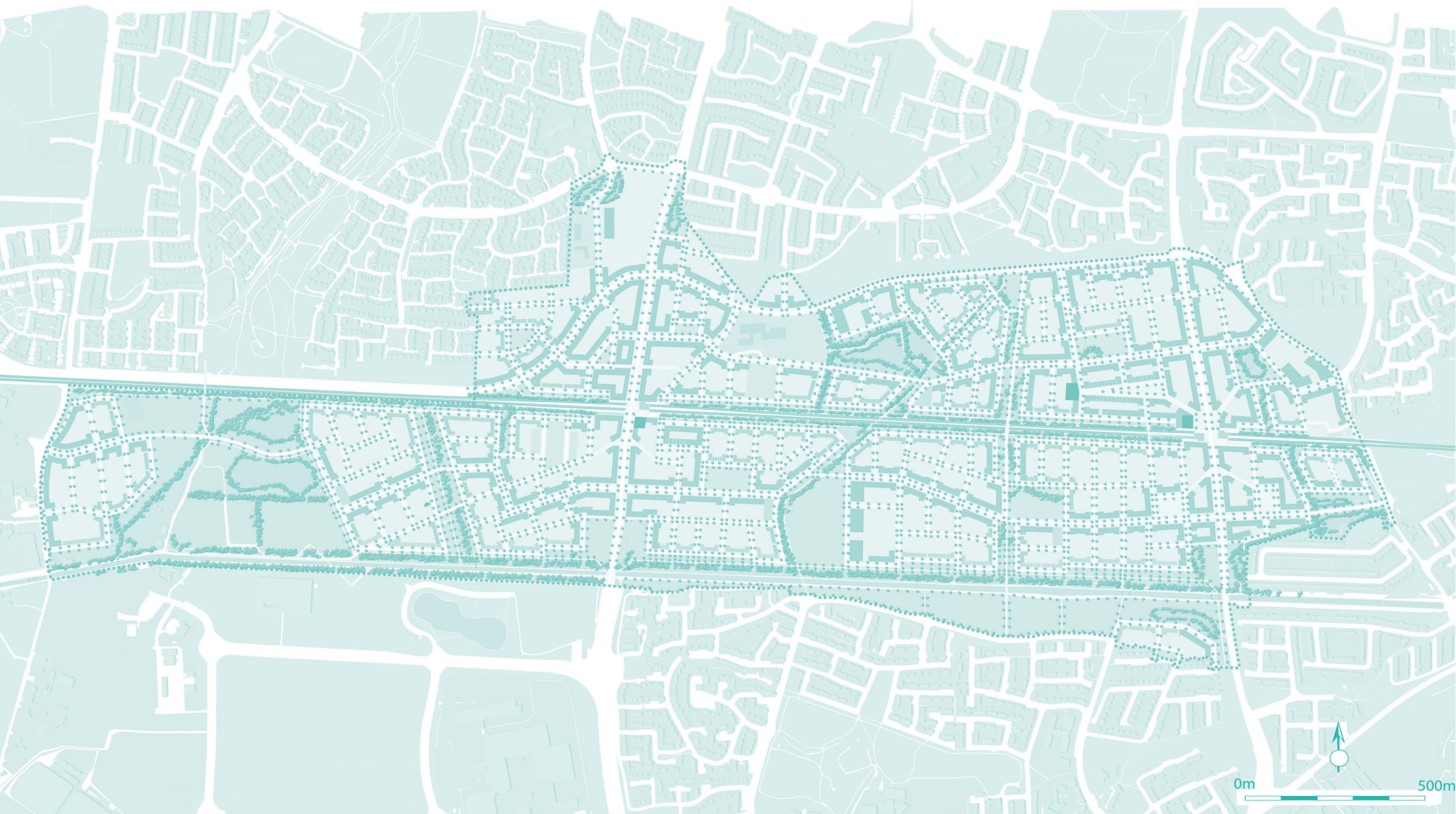
This chapter sets out the key infrastructure, services and facilities needed to support the new sustainable community at Clonburris. Phasing and Place Making priorities for different elements are identified, together with requirements to meet the demands of the Planning Scheme.

2

Planning Scheme Framework

- 2.1 Land Use and Density
- 2.2 Movement and Transport
- 2.3 Green & Blue Infrastructure
- 2.4 Urban Centres
- 2.5 Retail
- 2.6 Economic
- 2.7 Community Facilities and Public Services
- 2.8 Built Form and Design
- 2.9 Services, Infrastructure & Energy Framework
- 2.10 Landscape & Open Space
- 2.11 Biodiversity & Natural Heritage
- 2.12 Archaeological and Architectural Heritage
- 2.13 Overall Proposals for Development





Section 2.1 Land use and Density

Overarching Principle

To direct land-uses and densities across the SDZ lands in a manner that creates a sustainable urban district that is based on the integration of land-use and transport planning.

2.1.1 Introduction

The SDZ lands at Clonburris are uniquely positioned to create a new urban district that capitalises on its location within the Metropolitan Area to the west of Dublin City Centre, with access to high quality transport infrastructure including public transport services.

In line with Government Guidance and the SDZ Order for Clonburris (S.I. No. 604 of 2015), this sustainable community will involve the establishment of three Character Areas within which differing residential Development Areas will be anchored by two new Urban Centres based around accessibility to public transport. Less central Development Areas will effectively function as extensions of established areas.

Key Principles

- » 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;
- » To promote increased residential densities within walking distance of public transport nodes and urban centres;
- » To promote a mix of uses around the public transport nodes in a manner that creates viable and active urban centres;
- » 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 parklands; and
- » 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.



2.1.2 Character Areas

The Planning Scheme devised for the SDZ lands is grounded on the establishment of 3 broad Character Areas i Clonburris; ii Kishoge, iii Adamstown Extension. Clonburris and Kishoge will each focus around an urban centre established at the two points of highest accessibility within the SDZ lands i.e. Clondalkin-Fonthill and Kishoge railway stations. Local communities within Clonburris and Kishoge will also be served by local nodes. The Adamstown Extension will extend the community within Adamstown to the south-east and will be separated from Kishoge by parklands.

2.1.3 Types of Development

The SDZ Order for Clonburris (Planning and Development Act 2000 (Designation of Strategic Development Zone: Balgaddy-Clonburris, South Dublin County) Order 2015) designates the subject SDZ lands for residential development together with schools and other educational facilities, commercial activities, including employment, office, hotel, leisure and retail facilities, rail infrastructure, emergency services and community facilities as referred in Part III of the First Schedule to the Planning and Development Act 2000 - 2016 (as amended), including health and childcare services..

Across the three broad Character Areas within the Planning Scheme, there will be three basic land use areas, which are illustrated under Figure 2.1.2. In accordance with the requirements of the Planning and Development Act 2000 - 2016 (as amended), the types of development that will be ‘permissible in principle’ and ‘open for consideration’ in the three land use areas are set out under the tables below. These represent the broad nature of land uses that are fixed for each Character Area and for the Development Areas and the series of Sub Sectors that have been designated within each Development Area (see Chapter 3 - Development Areas).

Figure 2.1.1 | SDZ Character Areas

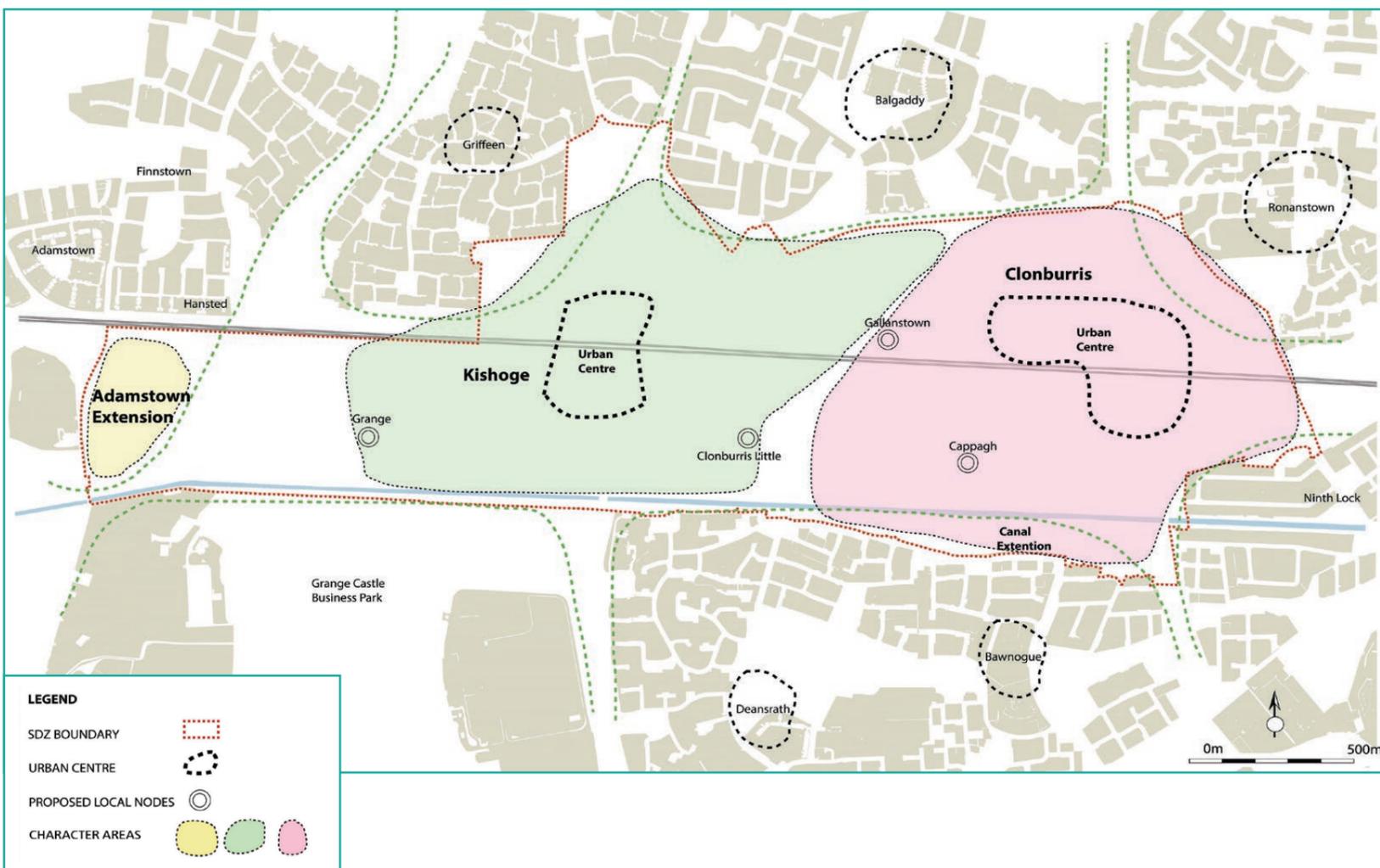


Table 2.1.1 | Uses Permissible & Open for Consideration in Residential Areas

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

- a. Local Nodes only
- b. Local Nodes only and subject to SDZ Section 2.5 (Retail) convenience cap for Local Nodes

Figure 2.1.2 | Land Use Area Map

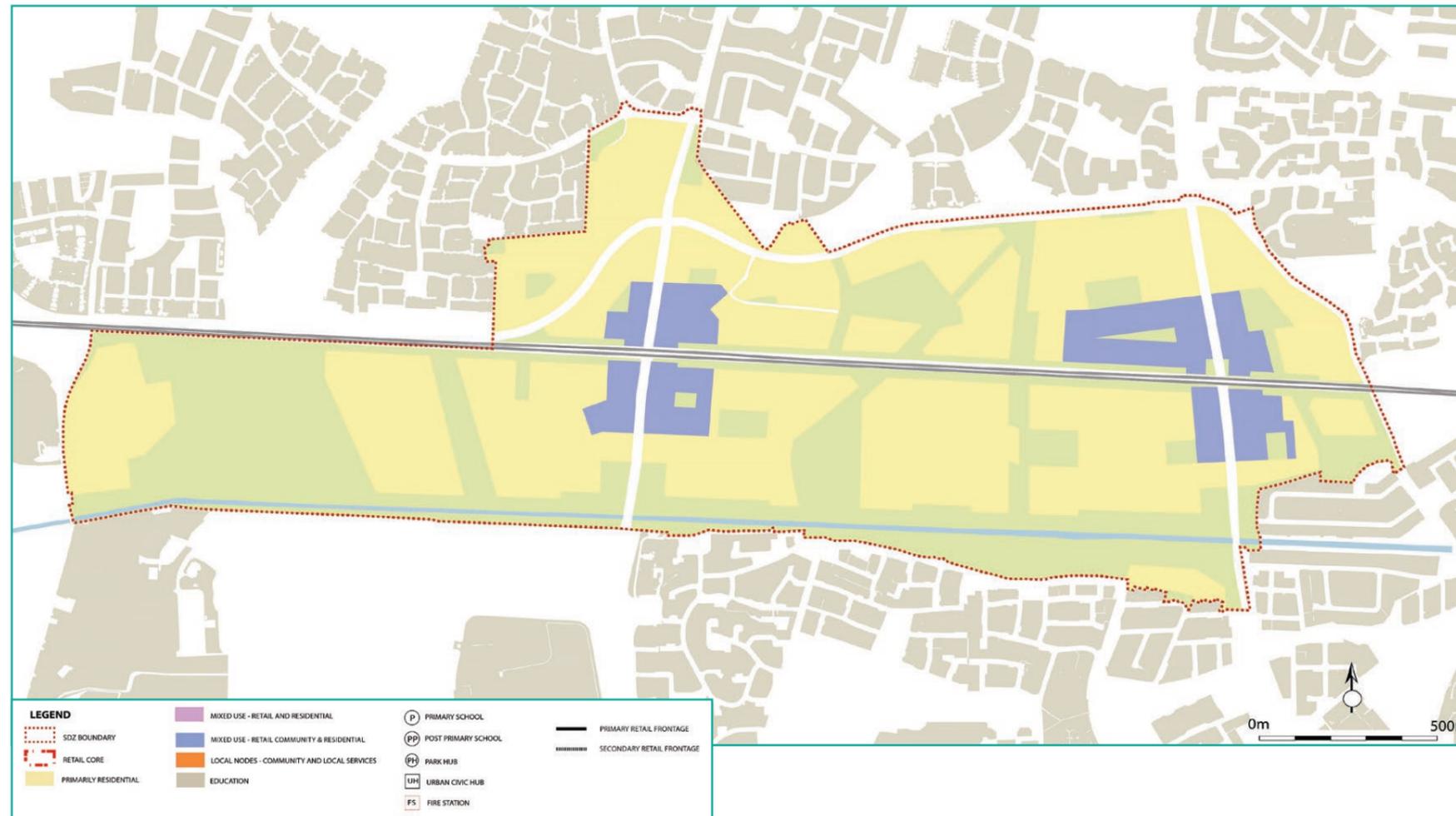


Table 2.1.2 | Uses Permissible & Open for Consideration in Mixed Use Areas

Permitted in Principle	Advertisements and Advertising Structures, Bed & Breakfast, Betting Office, Car park, 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.

- a. Park and Ride only
- b. Clonburris Core Retail Area only
- c. Subject to SDZ Section 2.4 (Urban Centres) requirements on restriction of uses

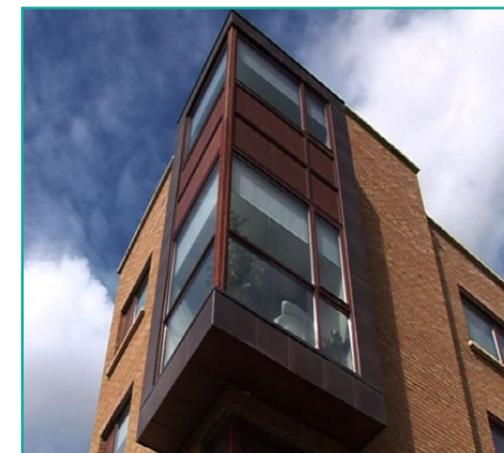
Table 2.1.3 | Uses Permissible & Open for Consideration in Open Space Areas^a

Permitted in Principle	Allotments, Cultural Use, Open Space, Recreational Facility, Sports Club/Facility.
Open for Consideration	Agriculture, Childcare Facilities, Community Centre, Education, Place of Worship Public Services, Recycling Facility, Restaurant/Café, Shop-Local, Stadium, Traveller Accommodation.

- a. Subject to requirements of SDZ Section 2.11.2 (Biodiversity and Natural Heritage Features)



Figure 2.1.3 | Function Concept Map



Land uses that are listed as ‘permitted in principle’ in the land use tables are generally considered to be acceptable subject to further assessment against the relevant requirements set out under this Planning Scheme. Land uses that are listed as ‘open for consideration’ may be acceptable subject to detailed assessment against the principles of proper planning and sustainable development, together with the relevant requirements of this Planning Scheme. The South Dublin County Council Development Plan 2016 – 2022 should be referenced for definition of the use classes listed.

Uses that have not been listed under the land use tables will be considered on a case-by-case basis in relation to conformity with the relevant requirements of this Planning Scheme, particularly in relation to its impact on the coherent development of the SDZ lands and the realisation of this Planning Scheme.

There may also be instances on the SDZ lands where land uses do not conform with the land use tables above, such as uses that:

1. were in existence on 1st October 1964 (i.e. prior to planning legislation), or
2. have valid permission, or
3. have no permission and may or may not be the subject of enforcement proceedings.

Development proposals that relate to uses referred to under categories 1 and 2 above, particularly those that would intensify non-conforming uses, will be permitted only where the proposed development would not be detrimental to the amenities of the surrounding area and would not be prejudicial to the coherent realisation of this Planning Scheme.

2.1.4 Extent of Development

Further to the land use map and tables presented in this section, the general distribution of land uses across the SDZ lands together with the planned location of critical community, civic and emergency service uses is further identified on the Function Concept Map (Fig. 2.1.3) and more precisely identified at in Chapter 3 (Development Areas). The uses identified in this section are subject to minimum and maximum floorspace and density target ranges as prescribed per Development Area and, in the case of residential densities, the Sub Sectors designated within. (See Figure 2.1.4)

To aid in the creation of viable and sustainable communities across the SDZ lands, and in accordance with the requirements of the Planning and Development Act 2000 - 2016 (as amended), this Planning Scheme sets out the quantum of development for the overall Planning Scheme and per Development Area for both residential and non-residential development. To facilitate flexibility over time and to ensure clarity, this Planning Scheme is based on a system that indicates an acceptable range of development. The extent of development permissible falls within the minimum-maximum ranges.

Figure 2.1.4 | Development Areas and Sub Sectors Map

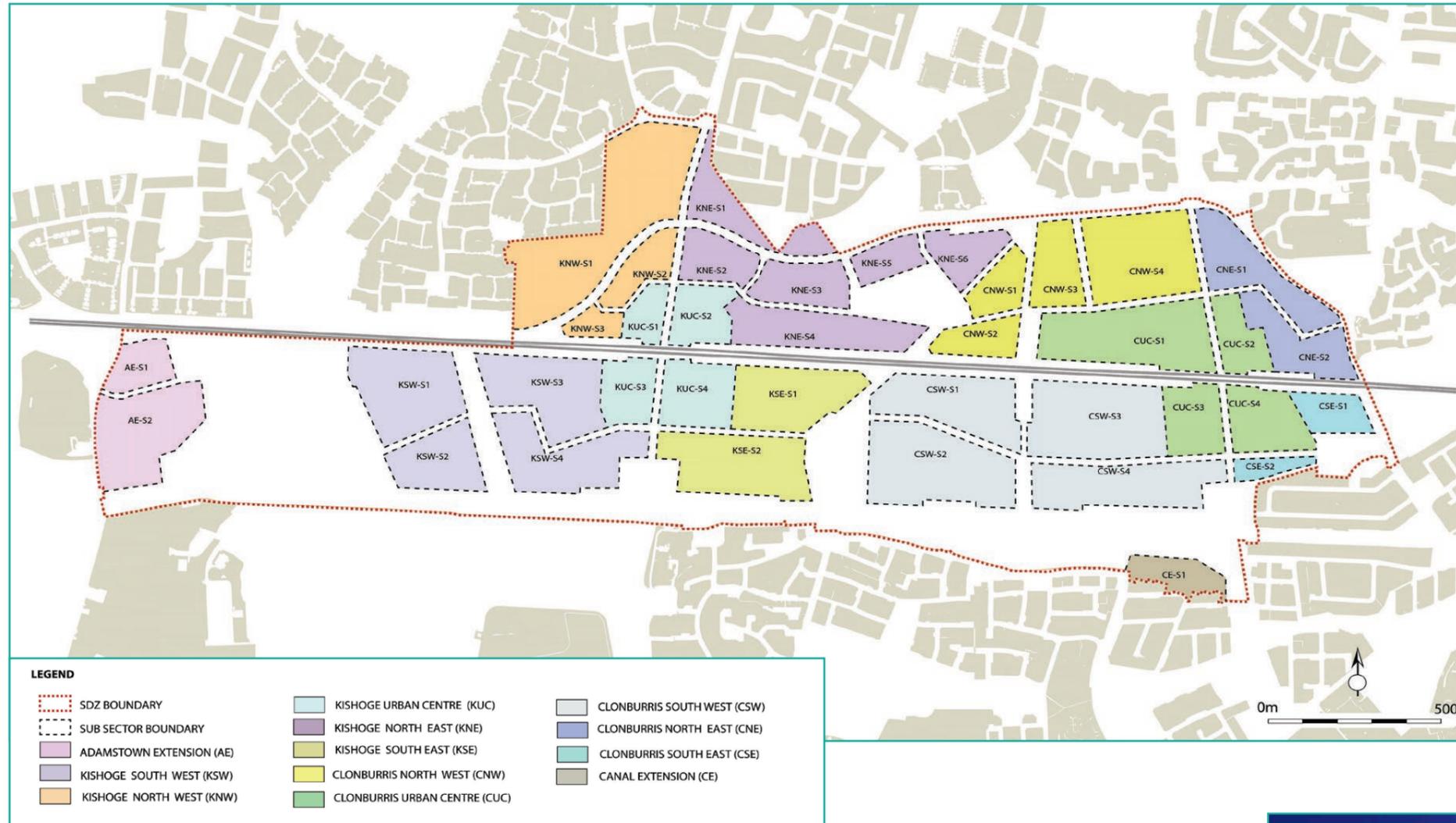


Table 2.1.4 | Development Areas

Development Area	Net Area (Ha.)
Adamstown Extension	9.19
Kishoge Urban Centre	10.94
Kishoge North West	11.16
Kishoge North East	14.36
Kishoge South West	21.55
Kishoge South East	12.50
Clonburris Urban Centre	17.90
Clonburris North West	14.37
Clonburris North East	7.50
Clonburris South West	25.98
Clonburris South East	3.30
Canal Extension	2.27
Total	151.02

For calculation purposes, Net Development Area comprises Gross Development Area excluding strategic parklands, canal corridors, schools and existing residential development.

The permissible ranges are based on the appropriate allocation and distribution of different types of development in accordance with the SDZ Order for Clonburris. These ranges have also been informed by the Regional Planning Guidelines for the Greater Dublin Area 2004 - 2016, the South Dublin County Council Development Plan 2016 - 2022, the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009), the Retail Strategy for the Greater Dublin Area 2008 - 2016, the Retail Planning Guidelines for Planning Authorities (2012) together with the Clonburris SDZ Employment Floor Area Demand Study (2017) and the Clonburris SDZ Retail Study (2017) (see Accompanying Documents for the two latter documents).

The overall area of the SDZ lands is 281 hectares and the Gross Development Area (excluding strategic infrastructure such as the railway line, arterial streets and the canal) is 258 hectares. The Net Development Area of each of the 12 Development Areas within this Planning Scheme are set out in Table 2.1.4 and total 151 hectares.



Residential Units

This Planning Scheme seeks to ensure that residential development is appropriately distributed across the SDZ lands in a manner that makes efficient use of transport infrastructure and services while integrating with employment, retail, community and education uses.

The minimum and maximum achievable number of residential units in Clonburris together with target dwelling numbers are set out in Table 2.1.5. Residential unit numbers are based on an allowable margin within a prescribed density range for each Development Area (see Section 2.1.5 – Residential Density). For clarity, the maximum achievable number of residential units incorporates flexibility for landmark buildings.

Table 2.1.5 | Extent of Residential Development According to Development Area

Development Area	Total Dwelling Units (number)		
	Min	Target	Max
Adamstown Extension	395	442	487
Kishoge Urban Centre	711	1,039	1,368
Kishoge North West	514	566	625
Kishoge North East	667	738	811
Kishoge South West	949	1,059	1164
Kishoge South East	610	678	735
Clonburris Urban Centre	1,194	1,938	2,686
Clonburris North West	713	783	856
Clonburris North East	372	410	447
Clonburris South West	1,311	1,441	1,569
Clonburris South East	184	201	217
Canal Extension	110	121	133
Total	7,730	9,416	11,098

Each of the two urban centres have been designated with a defined core retail area, where service and retail floorspace will be concentrated.

Transfer of Residential Floorspace

Subject to no net loss of units within a Development Area and the achievement of the built form objectives, the Planning Authority may allow up to 10% of the maximum residential units allocated in any Sub Sector to be transferred to an immediately adjacent Sub Sector.

Non Residential Floorspace

This Planning Scheme seeks to ensure that non-residential floorspace is appropriately distributed across the SDZ lands in a manner that can integrate with residential development, create sustainable communities and also make efficient use of transport infrastructure and services.

The two planned urban centres at Kishoge and Clonburris will be the key focal areas for employment, civic, community, service and retail uses within the SDZ lands with four local nodes providing the focus for community and small scale employment, service and retail uses within the surrounding Development Areas. Buildings in these mixed use areas should therefore be designed to accommodate flexibility in use (see Section 2.4 for details in relation to restriction on uses).

Each of the two urban centres have been designated with a defined core retail area, where service and retail floorspace will be concentrated. In terms of retail function, the Clonburris Retail Core will operate as a District Centre and the Kishoge Retail Core will operate as a Local Centre. To promote a balanced mix of uses and sustainable travel

patterns, local nodes with small scale service, retail, community and employment functions are also identified at four Sub Sectors situated adjacent to planned parks and spaces.

Prescribed quantum of non-residential floorspace across the SDZ Lands are set out separately under Tables 2.1.6 and 2.1.7. Minimum and maximum floorspace quantum are prescribed where appropriate. For the purpose of clarity, community floorspace includes sports/recreation and civic/cultural activities. Employment floorspace includes office, industry/employment, hotel and enterprise centre uses.



Table 2.1.6 | Maximum Non-Residential Development (Retail and Service Floorspace) According to Development Area

Development Area	Retail & Retail Services (Gross sq.m)
Adamstown Extension	0
Kishoge Urban Centre	3,500
Kishoge North West	0
Kishoge North East	0
Kishoge South West	550
Kishoge South East	650
Clonburris Urban Centre	16,520
Clonburris North West	650
Clonburris North East	0
Clonburris South West	650
Clonburris South East	0
Canal Extension	0
Total	22,520

Table 2.1.7 | Minimum Non-Residential (Community & Employment) Development According to Development Area

Development Area	Community Buildings (Gross sq.m)	Employment (Gross sq.m.)
Adamstown Extension	0	0
Kishoge Urban Centre	1,500	11,800
Kishoge North West	0	0
Kishoge North East	0	0
Kishoge South West	600	200
Kishoge South East	1,500	200
Clonburris Urban Centre	2,500	18,515
Clonburris North West	600	200
Clonburris North East	0	0
Clonburris South West	600	200
Clonburris South East	0	0
Canal Extension	0	0
Total	7,300	31,115

Further details of community, employment and retail floorspace (including retail offer) are set out together with details in relation to childcare and schools under Section 2.5 (Retail), Section 2.6 (Economic Development) and Section 2.7 (Community Facilities and Public Services) of this Planning Scheme.

Transferrable Non-Residential Floorspace

Up to 10% of permissible non-residential floorspace in any Development Area, except for floorspace within the Clonburris Retail Core and Kishoge Retail Core (see Section 2.5 – Retail & Chapter 4 – Phasing) and all community floorspace, may be transferred to one or more immediately adjoining Development Area(s) subject to the following:

- » A maximum of 10% permissible non-residential floorspace can be transferred;
- » The destination Development Area(s) must be located within the Planning Scheme and must share a contiguous boundary within the origin Development Area;
- » Transferred floorspace is additional to permissible development in the destination Development Area;
- » Transferred floorspace causes a reduction in permissible development in the origin Development Area;
- » Total permissible non-residential floorspace across the SDZ lands remains unchanged;
- » Transferred floorspace shall not apply cumulatively and shall be based on the non-residential floorspace figures detailed in this Planning Scheme;
- » Floorspace may be transferred only with the written agreement of the owner(s) of the origin and destination landholding, which must accompany any relevant planning application; and
- » The transfer of floorspace will not reduce the minimum size or number of community sites, facilities or floorspace in any Development Area.

Substitution of Residential Units with Employment Floorspace

On the basis of the potential to complement uses within Grange Castle Business Park, up to a maximum of 215 residential units in the Kishoge South-West Development Area may be substituted with a maximum of 21,500 sq.m of employment floorspace. The maximum permissible number of residential units that can be substituted relates to the margin between the maximum and minimum permitted units in the Kishoge South-West Development Area. Such additional employment floorspace in this Development Area may therefore be provided in lieu of residential units on a pro rata basis, subject to the provision of the minimum number of required residential units.

To ensure that such development would not adversely impact on the economic vitality of other Development Areas, applications for the substitution of residential units with employment floorspace within the Kishoge South-West Development Area shall be subject to robust economic analysis including consideration of the accompanying *Clonburris SDZ Employment Floor Area Demand Study (2017)*. This shall include for a sequential approach that prioritises the Kishoge and Clonburris urban centres and demonstrates demand for employment floorspace in addition to the minimum permissible quantum of such floorspace for each Development Area with the exception of the Clonburris and Kishoge Urban Centres, where it shall be assumed that the maximum permissible quantum of non – residential floorspace will be achieved and reserved accordingly.

Such a transfer will also be subject to the condition that the transfer will not have the effect of reducing the minimum size or number of community sites, facilities or floorspace required to serve the Kishoge South-West Development Area. There will also be a requirement to demonstrate and consider any transport implications

Extant Permissions

Extensions of duration of permission for development granted within the SDZ lands prior to the making of this Planning Scheme should only be granted where such development is fully consistent with the requirements of (inter alia) this Planning Scheme, the Housing Strategy contained in the County Development Plan, Section 28 Ministerial Guidelines and the relevant Regional Planning Guidelines.

2.1.5 Residential Density

The densities prescribed under this Planning Scheme are framed by the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009)*, the *Regional Planning Guidelines for the Greater Dublin Area 2004-2016 (RPGs, 2004)* and the SDZ Order for Clonburris. This includes the promotion of higher densities particularly within walking distance of both railway stations located within the SDZ lands.

The prescribed densities in the Planning Scheme responds to the designation of Clonburris within a Metropolitan Consolidation Town under the RPGs, the positioning of the SDZ lands along a strategic public transport corridor and the designation of Clonburris as a Level 3 District Centre under the *Retail Strategy for the Greater Dublin Area 2008 – 2016*, in terms of ability to sustain residential development.

To allow for more accurate management of densities and ensure that higher densities are achieved within appropriate areas, densities under this Planning Scheme are prescribed according to Sub Sector (as Development Areas are divided into Sub Sectors - refer to Figure 2.1.4). Development within each Sub Sector shall be consistent with the density margins set out in Table 2.1.8. In the interest of flexibility, each of the density margins are based on a density target, which is then subject to a permissible margin of 10 dwellings per hectare (+5 dph, - 5dph). The lower end of each of the density margins represents the minimum densities achievable and the upper end of each of the density margins represents the maximum densities achievable in each Sub Sector. Kishoge Urban Centre (KUC) and Clonburris Urban Centre (CUC) facilitate a wider range of minimum and maximum densities. Residential densities shall be calculated on the basis of Net Development Area as described under Section 2.1.4 (Extent of Development).

Table 2.1.8 | Density Margins per Sub Sector

Development Area	Sub Sector	Net Density Margin per Ha.	
		MIN.	MAX.
Adamstown Extension (AE)	S1	43	53
	S2	43	53
Kishoge Urban Centre (KUC)	S1	65	125
	S2	65	125
	S3	65	125
	S4	65	125
Kishoge North West (KNW)	S1	42	52
	S2	55	65
	S3	55	65
Kishoge North East (KNE)	S1	48	58
	S2	49	59
	S3	N/A	N/A
	S4	45	55
	S5	45	55
	S6	45	55
Kishoge South West (KSE)	S1	40	50
	S2	40	50
	S3	46	56
	S4	49	59
Kishoge South East (KSE)	S1	45	55
	S2	52	62
Clonburris Urban Centre (CUC)	S1	65	150
	S2	73	150
	S3	65	150
	S4	67	150
Clonburris North West (CNW)	S1	45	55
	S2	45	55
	S3	55	65
	S4	50	60
Clonburris North East (CNE)	S1	63	73
	S2	39	49
Clonburris South West (CSW)	S1	45	55
	S2	45	55
	S3	51	61
	S4	59	69
Clonburris South East (CSE)	S1	51	61
	S2	65	75
Canal Extension (CE)	S1	48	58



Planning applications for residential development within the SDZ lands shall fall within the density margin prescribed for the relevant Sub Sector. This includes residential development within mixed-use and core retail areas where employment, retail and community uses have already been factored (including building heights) and is additional to the prescribed residential densities.

Applications for 10 dwellings or more shall be accompanied by a Design Statement that demonstrates how the proposal falls within the relevant density margin (see Section 2.8.2 - Design Criteria).

2.1.6 Residential Development Standards

Dwelling Mix

The range of dwellings permitted in Clonburris include houses, townhouses, duplex units, maisonettes and apartments (including Build to Rent and Shared Accommodation). In order to facilitate market flexibility over the lifetime of the Planning Scheme, a detailed breakdown of unit types is not specified.

Prescribed densities and building heights (see Section 2.8 Built Form and Design) will, however, help inform the appropriate dwelling typologies in each Development Area. The densities prescribed for the two urban centres and their contiguous higher density Sub Sectors will more than likely accommodate a mix of apartments, duplexes and maisonettes. Lower density Sub Sectors will largely accommodate houses. Sub sectors within the mid density range will more than likely accommodate a mix of houses, apartments, maisonettes and duplex units. The overall dwelling mix in residential schemes should seek to provide for a range of dwelling sizes to support a variety of household sizes.

Design Statements for residential or mixed use development proposals with a residential element (see Section 2.8.2 – Design Criteria) will be required to address the mix of dwelling sizes within the subject application site, while also addressing the mix of dwelling types within the subject Development Area.

Individual dwelling units should also be capable of adaptation to meet the changing needs of residents during the course of their lifetime based on the guidance set out under *Quality Housing for Sustainable Communities* (2007). The need for later extensions or attic conversions should therefore be considered. The provision of live-work units and accommodation of small home based economic activities should also be considered (see Section 2.6 – Economic Development).

The provision of accommodation for students and older people (independent and semi-independent living) is encouraged both within the Kishoge and Clonburris Urban Centres and their contiguous Development Areas that are proximate to (inter alia) public transport services.

Social Housing

All development shall comply with the requirements of Part V of the *Planning and Development Act, 2000 - 2016* (as amended) and with the South Dublin County Council Housing Strategy with regard to the provision of Social and Affordable Housing (if further amended).

In accordance with Section 168 (4) of the Planning and Development Act 2000 - 2016 (as amended) and the South Dublin County Council Interim Housing Strategy 2016, the following are the stated objectives for the Planning Scheme:

- » To apply a 10% social housing requirement, pursuant to Part V of the *Planning and Development Act 2000 - 2016* (as amended) to all sites in the Planning Scheme that are solely for residential use, or for a mixture of residential and other uses (save where the development qualifies for a modified or amended obligation or is otherwise exempted);
- » To promote social integration and facilitate a diverse range of dwelling tenures within housing developments, including social housing; and
- » To ensure an appropriate distribution of new social housing, and to avoid an excessive concentration of social housing.

Of the 151 hectares of Net Developable Area that are designated for housing in the overall planning scheme up to 39 hectares with a minimum of 20 hectares, or an equivalent share of Council owned lands, will be provided for social and or affordable housing as defined by Government policy and legislation. This could see approximately 2,110 social and or affordable houses spread evenly throughout the SDZ. In addition, developments covered by Part V of the Planning and Development Act 2000, could yield approximately 627 social houses across the Clonburris SDZ. South Dublin County Council will also pursue additional social and affordable houses on the Clonburris SDZ through any social and affordable housing initiatives available from Government and in partnership with private land owners, developers and/or Approved Housing Bodies. To facilitate the best possible integration of social and affordable housing into the overall Planning Scheme the Council will actively explore land swaps with other land owners.

The needs of the Travelling community are factored into the plan and the provision of Traveller specific accommodation within the overall Planning Scheme must be ensured to meet the needs of the existing and future Traveller community. The *South Dublin County Council Traveller Accommodation Programme 2014-2018* (2014) does not identify the SDZ lands for new traveller accommodation. However, the social housing provision may include, in the longer term, traveller accommodation sites comprising grouped houses and/or residential caravan bays, depending on the requirements of SDCC. The existing Traveller Accommodation sites at Kishoge Park and Lynch’s Park shall be integrated into the future development of the lands.

Dwelling Size & Private Amenity Space

The design and layout of individual dwellings should provide a high quality living environment for residents. Dwellings should provide adequate room sizes that create good quality living spaces. Designers should have regard to the targets and standards set out under *Quality Housing for Sustainable Communities Guidelines* (2007) with regard to minimum room sizes, dimensions and overall floor areas.

Within this context, all houses shall accord with or exceed the minimum floor area and private open space standards set out in Table 2.1.9. Private amenity space for houses (terraced – including town houses, semi-detached and detached) shall be located behind front building lines and should be defined, screened/bound and sited in accordance with the recommendations of *Quality Housing for Sustainable Communities Guidelines* (2007). Rear gardens shall not back onto streets or public spaces and each area of private open space should be overlooked from the window of a living area or kitchen from the dwelling that it serves.

Table 2.1.9 | Minimum Space Standards for Houses

Type of Unit	Houses	Private Open Space
One Bedroom	50 sq.m	48 sq.m
Two Bedroom	80 sq.m	55 sq.m
Three Bedroom	92 sq.m	60 sq.m
Four Bedroom or more	110 sq.m	70 sq.m

All apartments shall accord with or exceed the open space and floor area standards set out in *Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities* (2015) including the minimum floor areas set out in Table 2.1.10 of this Planning Scheme. An apartment refers to a dwelling unit that is not a house and may comprise an apartment, maisonette or duplex unit. The design of apartment schemes shall also accord with the aforementioned apartment guidelines and any superseding guidelines in relation to housing mix, apartment type, minimum floor areas, design standards and internal facilities such as those that relate to apartment aspect, lift/stair cores, communal facilities (including laundry and clothes drying), communal amenity space, car parking, concierge facilities, management facilities, refuse storage, bicycle parking and children’s play etc.

Private and communal open spaces should form an integral part of a scheme and shall be designed, orientated and sited in accordance with the requirements of *Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities (2015)* and Table 2.1.10.

Private amenity space for apartments shall be provided in the form of gardens, patios, balconies, winter gardens or roof gardens. All such spaces shall be of adequate proportions and useful from an amenity viewpoint (e.g. able to accommodate at least two chairs and a small table).

High quality communal open space shall also be provided in schemes that include apartments. Communal open space should ideally take the form of a garden within the courtyard of a perimeter block for each apartment scheme.

The urban perimeter blocks prescribed under this Planning Scheme (see Section 2.8.3 – Block Size & Form) have been designed to allow for adequate back-to-back distances between buildings and to accommodate generous internal courtyards and private open spaces.

Table 2.1.10 | Minimum Space Standards for Apartments

Type of Unit	Apartments	Private Open Space	Communal Open Space	Storage
Studio	40 sq.m	4 sq.m	4 sq.m	3 sq.m
One Bedroom	45 sq.m	5 sq.m	5 sq.m	3 sq.m
Two Bedroom	73 sq.m	7 sq.m	7 sq.m	6 sq.m
Three Bedroom	90 sq.m	9 sq.m	9 sq.m	9 sq.m
Four bedroom or more	105 sq.m	12.5 sq.m	12.5 sq.m	12 sq.m

In houses and apartments the floor area of single bedrooms shall be a minimum of 7.1 sq. metres; the floor area of a double bedroom shall be a minimum of 11.4 sq. metres; and the floor area of the main bedroom should be at least 13 sq. metres.

Subject to appropriate safeguards, reduced requirements may be considered for accommodation for groups with specific needs such as older people (independent and semi-independent living) or students.

Figure 2.1.5 | Integration of Private and Semi-Private Space within Courtyard Development



Section 2.2 Movement and Transport

Overarching Principle

To develop the SDZ lands in a manner that maximises existing and proposed public transport opportunities, including high quality rail and bus services, and support these opportunities with an integrated network of streets and routes with a clear hierarchy that promotes walking and cycling.

2.2.1 Introduction

The SDZ lands are positioned to benefit from a wide range of existing and planned transport opportunities offered by the Kildare/Cork Railway Line, the Grand Canal and an existing network of national, regional and local roads that are served by existing bus lanes and planned Core Bus Corridors (CBCs), as well as existing local bus routes. However given that many road routes are nearing full congestion at peak hours, the SDZ cannot be allowed to add to this congestion. It is therefore essential that additional infrastructure is delivered in a timely manner in advance of and alongside each phase of housing development (see Section 4 - Phasing).

Some of these existing transport opportunities also create challenges in the form of barriers to movement within and across the SDZ Lands, particularly those created by sections of the canal, the rail line and strategic roads that traverse the SDZ lands. It is also essential that a new and robust urban structure, based primarily on a clear hierarchy of streets and spaces, is created for Clonburris given the current undeveloped nature of the SDZ lands.

This Planning Scheme aims to create a permeable and connected urban structure that overcomes and integrates with barriers to movement, through the development of a framework of routes and spaces that promote place-making and movement by different modes of transport while connecting the SDZ lands with existing communities.

Utilising the National Transport Authority's (NTA) Eastern Regional Model (ERM) together with a disaggregated Local Area Model (LAM), the strategic and local level impacts of the Planning Scheme on the existing and planned transport network have been assessed (see accompanying document – *Clonburris SDZ Transport Assessment and Transport Strategy (2017)* and the Movement Framework has been optimised to meet the sustainable objectives of this Planning Scheme including the following key principles.

Key Principles

- » To link the Development Areas of Clonburris with each other and with surrounding communities through a permeable and clear hierarchy of integrated streets and dedicated pedestrian and cycle routes;
- » To integrate appropriate pieces of infrastructure that overcome challenges to movement across the SDZ lands;
- » To develop a transport framework that maximises route choice and access to residential, education, retail, service, community and leisure uses by means of walking, cycling and public transport while balancing the needs of the car; and
- » To upgrade existing sections of strategic roads within the SDZ lands to integrated urban streets.
- » To seek the delivery of public transport infrastructure and services that will serve the trips demands of the SDZ Planning Scheme.



2.2.2 Public Transport Accessibility

The SDZ lands benefit from access to existing high quality public transport services that operate along the Kildare/Cork Railway Line, which includes a four track system between Park West and Hazelhatch railway stations. The No. 13 bus also currently operates as a high frequency service between Dublin City and Grange Castle Business Park, via the southern boundary of the SDZ Lands.

Commuter rail services to and from Dublin City Centre along the rail line have been augmented through the upgrading of the Phoenix Park Tunnel for regular rail passenger services. Access to services along the Kildare/Cork Railway Line from the SDZ lands are currently afforded by the Clondalkin-Fonthill Railway station. The Kishoge Railway Station, which was constructed along Grange Castle Road as part of the Kildare Route project, is not currently operating and is the subject of this Planning Scheme's Phasing Strategy (see Chapter 4).

Bus lanes are also in place to serve the SDZ lands along Grange Castle Road (R136), Fonthill Road North (R113), Adamstown Avenue (L1058) and Thomas Omer Way (L1059).

Further to the existing public transport infrastructure and services, the SDZ lands will be served (both directly and indirectly) by additional high quality public transport infrastructure projects planned under the NTA's *Transport Strategy for the Greater Dublin Area 2016 – 2035*. These projects include the DART Expansion Programme, the Lucan Luas, the Tallaght – Blanchardstown Core Orbital Bus Route and other Core Radial Bus Routes. These planned projects will connect the SDZ lands, including existing public transport services and infrastructure into an integrated cross metropolitan network of orbital and radial routes and will greatly expand the route and mode choice for public transport users including residents and employees in Clonburris.

Access to Public Transport

Key to maximising access to existing and planned public transport services within and in the vicinity of the SDZ lands will be the development of an integrated network of streets throughout the SDZ lands that promotes permeability and accessibility for different modes of transport.

Arterial and Link Streets (see Section 2.2.4 - Street Network and Vehicular Movement) will serve as strategic corridors for multiple modes of transport, including public transport, across the SDZ lands. These streets will help maximise access to existing and planned rail services, utilise and link existing bus lanes, serve core and local bus routes and contribute to the creation of multi-modal public transport interchanges at Clondalkin-Fonthill and Kishoge Railway Stations.

While Arterial Streets will accommodate strategic bus routes, Link Streets will accommodate local bus routes that will connect the SDZ lands together and provide the opportunity to connect planned Core Orbital Bus Routes with each other and with both rail stations (see accompanying Transport Assessment and Strategy for details).

The Transport Assessment and Strategy that accompanies this Planning Scheme, concludes that approximately 75% of residences will be located within 400 metres of a core bus service and 800 metres of a railway station. Furthermore, approximately 98% of residences will be located within 400 metres of a bus stop or within 800 metres of a train station. The public transport mode share for the SDZ lands is forecast to be approximately 25% in the AM and PM time periods. Key to maximising this accessibility will be the development of a network of pedestrian and cycle routes that will permeate the SDZ lands and further connect Arterial and Link Streets.

Planning applications for residential, retail or employment development within the SDZ lands shall provide for and/or integrate with a choice of direct or indirect multi-modal routes to existing or planned public transport nodes. Pedestrian and cyclist routes (dedicated or street integrated) and vehicular routes to existing or planned public transport stops shall therefore be provided. Further to the requirements of Section 2.8.2 of this Planning Scheme, such connectivity should be communicated and demonstrated via a Design Statement.

Transport Interchanges

Both the Kishoge and Clondalkin-Fonthill Railway stations will form focal points for the two planned urban centres within the SDZ lands. Both stations will serve as interchanges between rail, bus, car, walking and cycling particularly the station at Clondalkin-Fonthill, which has potential capacity to serve as an interchange with the Tallaght – Blanchardstown CBC planned under the NTA's *Transport Strategy for the Greater Dublin Area 2016 – 2035*.

A Park and Ride facility with associated disabled, bus, taxi and cycle parking facilities has been built at the Clondalkin-Fonthill Railway Station and a similar facility has been permitted at the Kishoge Railway Station under the Kildare Route Project Railway Order. In the interest of promoting the vitality and viability of both urban centres and place making, both Park and Ride facilities may be incorporated into mixed use building forms.

Approximately 75% of residences will be located within 400 metres of a core bus service and 800 metres of a railway station.





2.2.3 Pedestrian and Cycle Movement

The Grand Canal Green Route runs through and along the entire southern boundary of the SDZ lands and links the SDZ lands with Dublin City Centre in the form of a dedicated pedestrian and cycle route. This creates an opportunity for routes within the SDZ lands to link with this strategic corridor. The linear nature of the Kildare/Cork Railway Line also creates the opportunity to create a parallel green corridor and pedestrian and cycle route that will mirror and ultimately link with the Grand Canal Green Route.

Cycling and walking shall be encouraged throughout the SDZ lands with the creation of a network of dedicated and street integrated pedestrian and cyclist routes. In accordance with the Design Manual for Urban Roads and Streets (DTTS & DECLG, 2013) (DMURS), and the street typologies illustrated in this Section, all streets within the SDZ lands shall be designed for pedestrian and cyclist movement. Streets will also connect with and be augmented by dedicated strategic pedestrian and cycle routes (see Section 2.3 – Green and Blue Infrastructure) that will permeate open spaces, parks, urban spaces and linear green spaces. This will ultimately create a linked network that maximises route choice for pedestrians and cyclists. Off street cycling infrastructure is to be built out on the Arterial Streets and Link Streets as the streets are being developed/improved. Local pedestrian priority streets/routes shall also be provided in designated areas in and around the Kishoge and Clonburr Urban Centres including high activity areas within retail cores and between Sub Sectors located either side of Arterial Streets.

Local pedestrian priority streets/routes shall also be provided in designated areas in and around the Kishoge and Clonburr Urban Centres including high activity areas within retail cores and between Sub Sectors located either side of Arterial Streets.

All pedestrian and cycle routes shall be designed to be safe and accessible in accordance with DMURS, Building Regulations and the NTA's National Cycle Manual (2011).

This Planning Scheme is formulated to ensure that development within the SDZ lands will be afforded direct or indirect access to dedicated pedestrian and cycle routes (strategic and local), Link Streets and Arterial Streets (see Section 2.2.4 - Street Network and Vehicular Movement). This Planning Scheme also seeks to ensure that all residential development will also be afforded direct or indirect access to dedicated pedestrian and cyclist routes to schools and local facilities especially parks, open spaces, public transport, retail and retail services. Further to the requirements of Section 2.8.2 (Design Criteria) of this Planning Scheme, applications for development should demonstrate such connectivity via a Design Statement.

There shall be no barriers to pedestrian or cyclist movement between residential developments. Barriers created by the canal and railway shall be overcome by overbridges detailed in Section 2.2.5 - Bridges.

2.2.4 Street Network and Vehicular Movement

The street network that has been developed for the SDZ lands forms an integral part of this Planning Scheme's movement framework. It also provides the basic physical framework for a new structure of urban blocks and open spaces.

Existing and planned streets are classified within a hierarchy on the basis of their function, context and location. All street typologies within the hierarchy shall be designed in accordance with the requirements of DMURS (2013), the *National Cycle Manual* (2011), the *Guidelines for Setting and Managing Speed Limits in Ireland* (2015) together with the street typologies illustrated in this Planning Scheme.

The principle of all designated streets under this Planning Scheme is fixed and the alignment of each street including its centre line (see Figure 2.8.5 in Section 2.8 – Building Centre Line & Urban Grain) are either fixed or flexible depending on typology. The planned street hierarchy for the SDZ lands is summarised under Table 2.2.1 and illustrated in Figure 2.2.1.

The prescribed street network is designed to attract larger volumes of traffic to the more strategic Arterial and Link Streets at moderate speeds by offering users a legible and direct route through the SDZ lands. The slower nature of Local Streets will result in them being less attractive to through vehicular traffic. Each of the street typologies prescribed in Table 2.2.1 are further explained and illustrated under the relevant headings in this section.

Table 2.2.1 | Street Hierarchy, Alignment and Speed

Street Typology	Primacy	Examples	Alignment & Centre Line	Design Speed
Arterial Streets	Primary	Existing: Adamstown Avenue (L1058); Thomas Omer Way (L1059); Grange Castle Road (R136); & Fonthill Road North (R113). Proposed: None proposed.	Fixed	Neighbourhood: 30 – 50 km/h Urban Centre: 30 – 40 km/h
Link Streets	Secondary	Existing: Lock Road (R120); Lucan–Newlands Road (L1015); Griffeen Avenue (L5582); & Hayden’s Lane (part). Proposed: Internal east-west & north-south Link Streets.	Fixed	Neighbourhood: 30 – 50 km/h Urban Centre: 30km/h
Local Streets	Tertiary	Existing: Hayden’s Lane (part) & Lynch’s Lane. Proposed: Internal Local Streets & Homezones/Intimate Local Streets.	Flexible*	Neighbourhood: 15 - 30 kph Urban Centre: 15 - 30 kph

*With exception of streets with frontages prescribed under Section 3 (Development Areas)

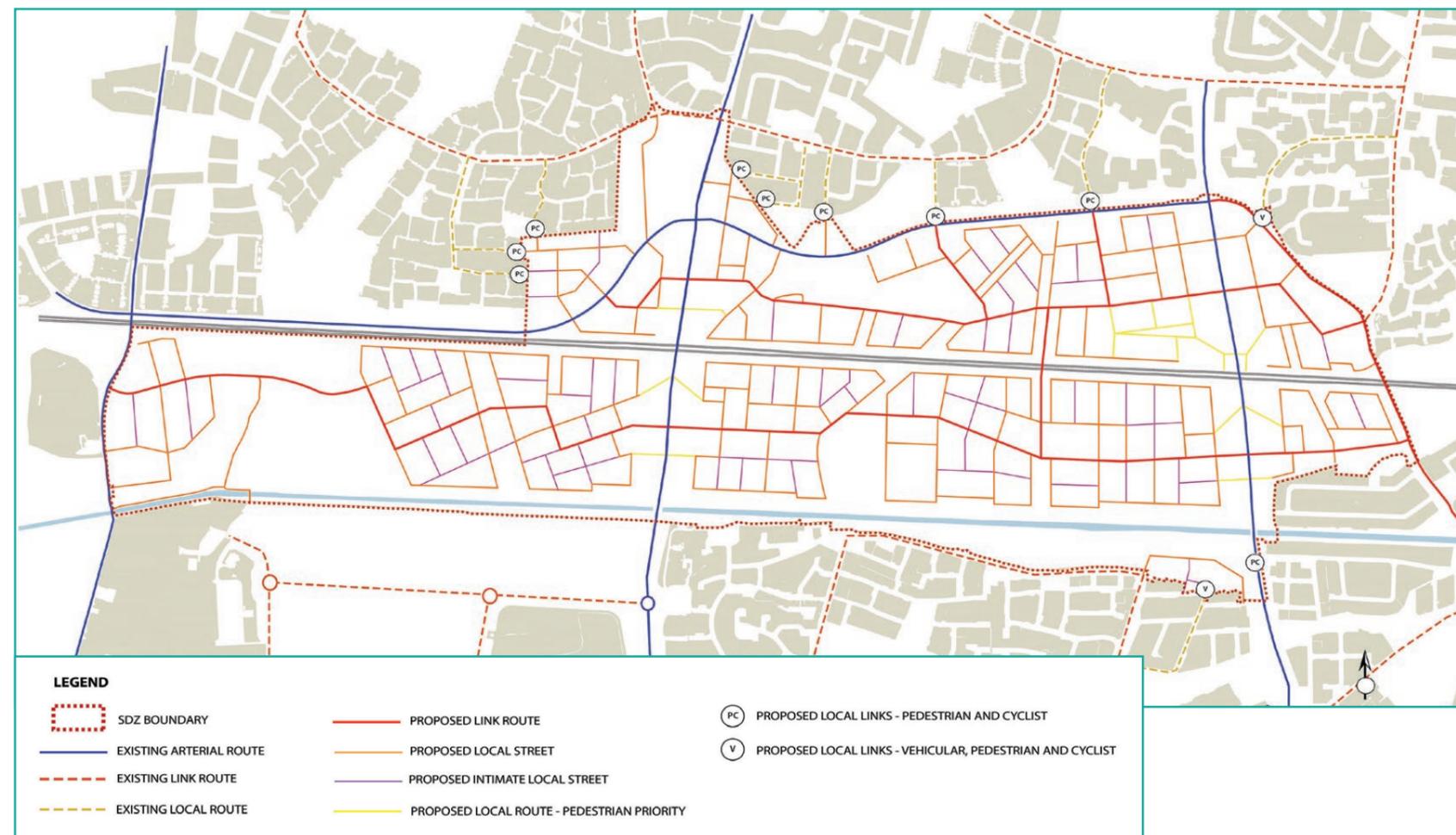
In addition to the hierarchy in Figure 2.2.1, the opportunity for a vehicular left in/ left out junction between Grand Canal Park and Fonthill Road North will be explored, dependent on the consideration of physical constraints of the junction site, traffic modelling, the operation of Core Orbital Bus Routes/Corridors and traffic safety.

With reference to DMURS and to maximise permeability and accessibility, the alignment of the planned Street Network should largely have an orthogonal grid layout and shall largely comprise an open network in terms of permeability. Local Streets that provide through routes for strategic pedestrian and cycle routes should be filtered to prioritise pedestrian and cyclist through access where junctions intersect with Link or Arterial Streets only.

Junctions between Local Streets and Link Streets will also need to be carefully considered to ensure the efficient operation of Link Streets, while also allowing vehicular through access and route choice along Local Streets within each traffic cell. Left-In, Left-Out-junctions may need to be considered to discourage delays from right turning movements along Link Streets. Cul-de-sacs that prevent or limit pedestrian or cyclist access between streets and/or spaces shall not be permitted.

To maximise the directness and legibility of strategic streets, offsets should be kept to a minimum and their requirement robustly demonstrated. Offsets along Link Streets should be avoided and, at a minimum, be spaced as far apart as possible from each other to reduce congestion between junctions.

Figure 2.2.1 | Full Street Hierarchy



Arterial Streets

With reference to DMURS, the main purpose of Arterial Streets is to connect major centres at a strategic level. Arterial Streets largely comprise major orbital and cross metropolitan routes such as Grange Castle Road, Fonthill Road North, Adamstown Avenue and Thomas Omer Way, which traverse and bound the SDZ lands. These roads have therefore been designated as Arterial Streets under this Planning Scheme. No further Arterial Streets are proposed.

In the interest of connectivity, place-making and the provision of safe and attractive routes for different modes of transport, it is proposed to upgrade the existing strategic roads as urban streets with reduced traffic speeds.

To promote walking and cycling and create streets that are more attractive and urban in character, these streets should be upgraded and redefined through a combination of measures including signalised junctions, double planting, transition zones, on-street parking and frontage from development (see Section 2.8 – Built Form and Design Strategy for further details). Such streets, particularly Grange Castle Road and Fonthill Road North, will also continue to prioritise public transport and existing bus lanes will be retained and augmented.

There are a limited number of points along the designated Arterial Streets from which the planned street network within Clonburris can connect. Furthermore, there are a number of points where road levels change significantly thus forming barriers to movement, particularly along Grange Castle Road and Fonthill Road North.

This Planning Scheme proposes a number of key junction improvements and new junctions/connections through and along the Arterial Streets to improve the connectivity and promote a street network that is more urban in character. These include pertinent upgrades of existing roundabout junctions to signalised junctions. The junction improvements identified and detailed under the Transport Assessment and Strategy that accompanies this Planning Scheme shall be DMURS compliant. The location of proposed junction upgrades and additional junctions along Arterial Streets (Proposed Signal Junctions) are also identified under Figure 2.2.7 (Overall Movement Concept) of this Planning Scheme.

Figure 2.2.2 | Arterial Street Framework

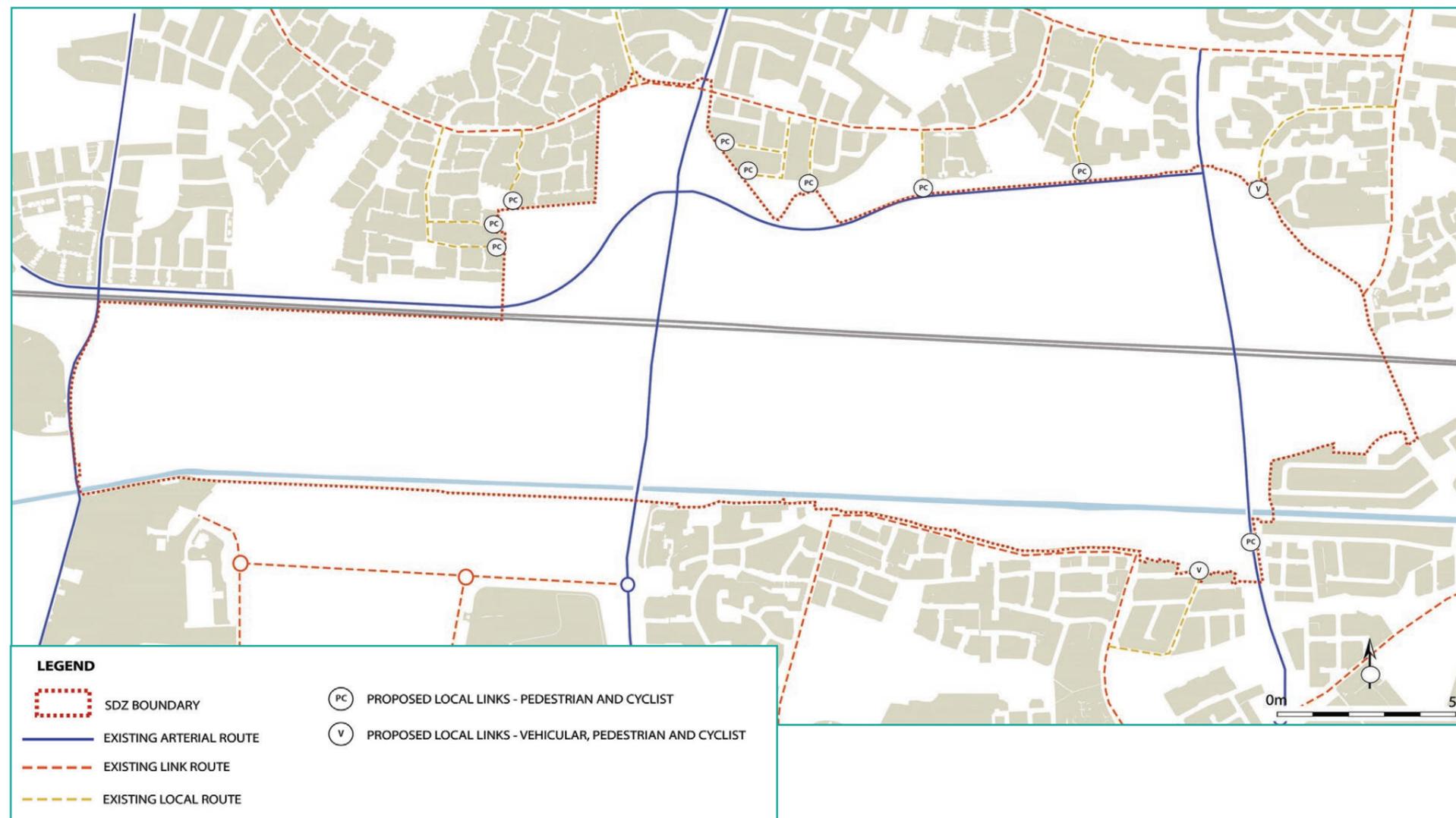


Figure 2.2.3 | Example Arterial Street Upgrade with Filtered Junction

Thomas Omer Way - C
(Set-back frontage section and cycle and pedestrian junction)



Link Streets

The primary function of Link Streets is to connect the SDZ lands together by connecting Arterial Streets, Urban Centres and Development Areas including local nodes and open spaces. Link Streets shall be designed to provide the main multi-modal spines for movement within the SDZ lands.

Link Streets will form a vital linking component between Arterial Streets and Local Streets and will be instrumental in creating a highly accessible and permeable street network. Link Streets will act as the principle corridors for the movement of pedestrians, cyclists, public transport (local buses) and vehicles within and through the SDZ lands.

Traffic speeds should be reduced along Link Streets in order to promote walking and cycling. In order to prevent the overuse of these movement corridors and to reduce traffic congestion, Link Streets shall be augmented with a choice of vehicular routes in each traffic cell via Local Streets.

Existing roads that are designated as Link Streets under this Planning Scheme (Lock Road, Griffeen Avenue and the Lucan-Newlands Road) shall be upgraded as traffic calmed streets. These upgraded streets will be augmented by a framework of new Link Streets that will traverse the SDZ lands in the form of east-west streets to the north and south of the rail line together with a connecting north-south Link Street.

All Development Areas shall therefore be afforded direct and convenient vehicular, pedestrian and cyclist access to Link Streets.

Figure 2.2.4 | Arterial and Link Street Framework

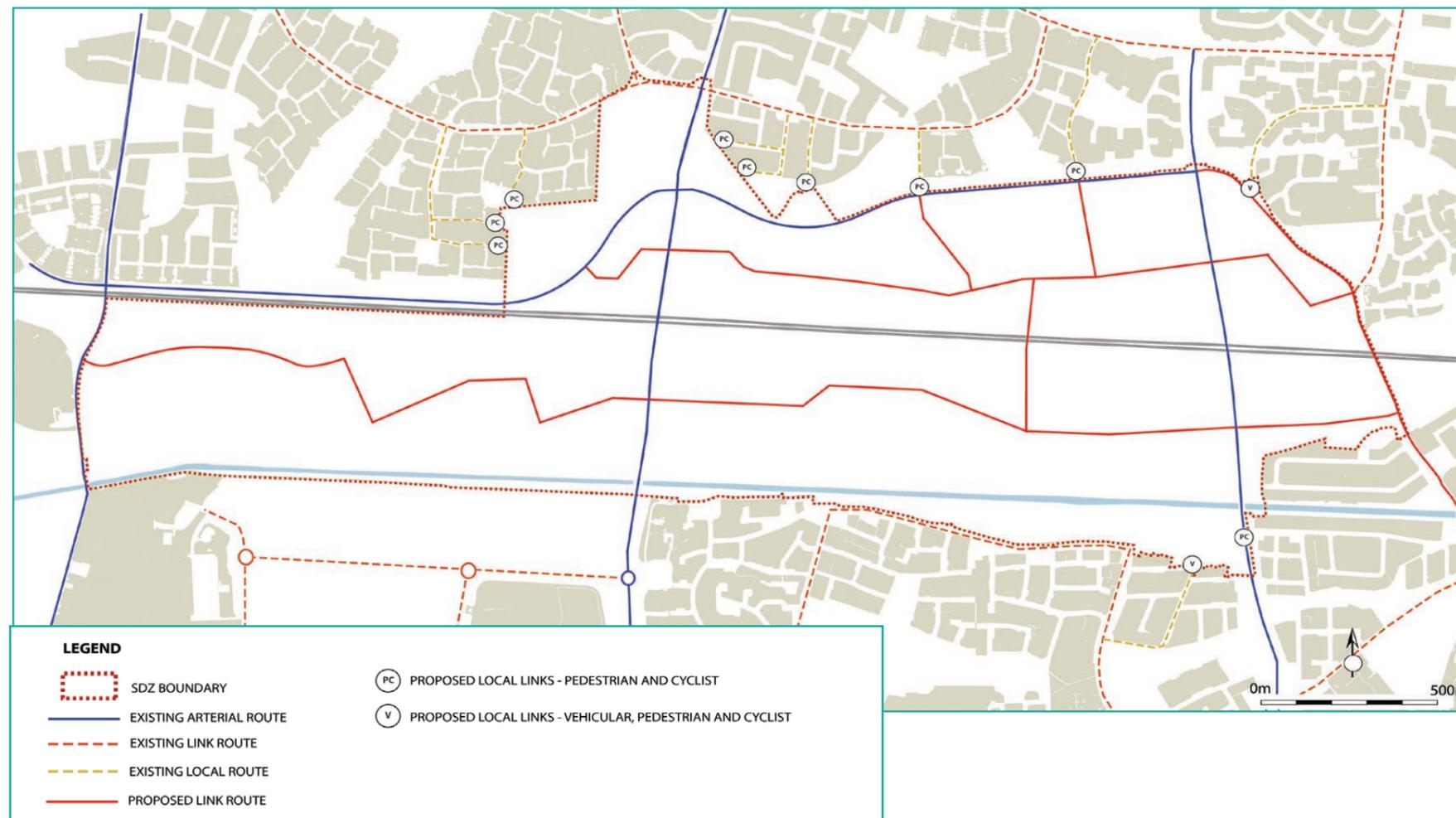
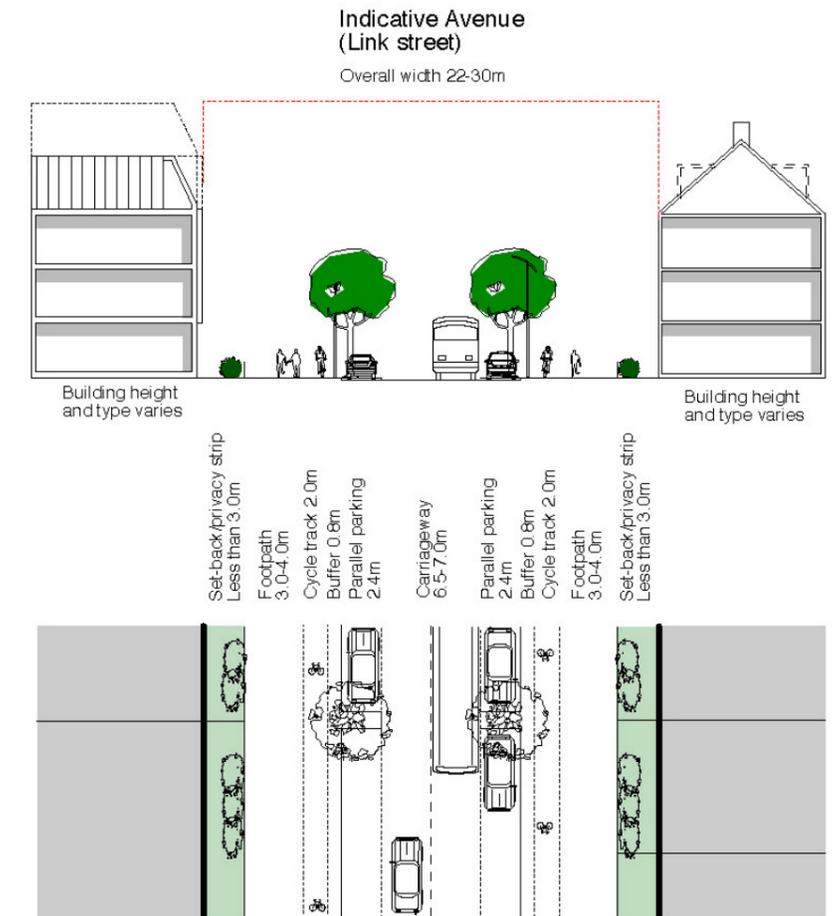


Figure 2.2.5 | Example Link Street



Local Streets

The purpose of Local Streets is to provide access within communities and to Arterial and Link Streets. Local Streets will act as quieter traffic calmed thoroughfares that are closely fronted and overlooked by development and will provide through access to neighbourhood blocks and local open spaces. These streets will ensure that development on the SDZ lands is accessible from a number of different directions.

By virtue of their speed and function, Local Streets will be unlikely to carry high levels of vehicular traffic and a greater emphasis will be placed on pedestrian movement, activity and place making.

The provision of public transport services on Local Streets should be avoided in order to ensure that their place function is not undermined. Existing streets designated as Local Streets (part of Hayden’s Lane and Lynch’s Lane) shall be upgraded and improved accordingly.

Some Local Streets will comprise Home Zones or Intimate Local Streets in the form of fully shared surfaces for the integrated movement of vehicles, pedestrians and cyclists in quieter residential areas. Further to Local Street that provides strategic pedestrian and cycle through routes, junctions between Homezones and Link Streets should also be filtered to prioritise pedestrian and cyclist through access. Designated Pedestrian Priority Local Streets within the Clonburris and Kishoge Urban Centres shall also be designed to be fully pedestrianised outside of delivery hours (see Section 2.8 Built Form and Design).

Some Local Streets will comprise Home Zones or Intimate Local Streets in the form of fully shared surfaces for the integrated movement of vehicles, pedestrians and cyclists in quieter residential areas.

Figure 2.2.6 | Example Local Streets including Homezone (Intimate Scale)

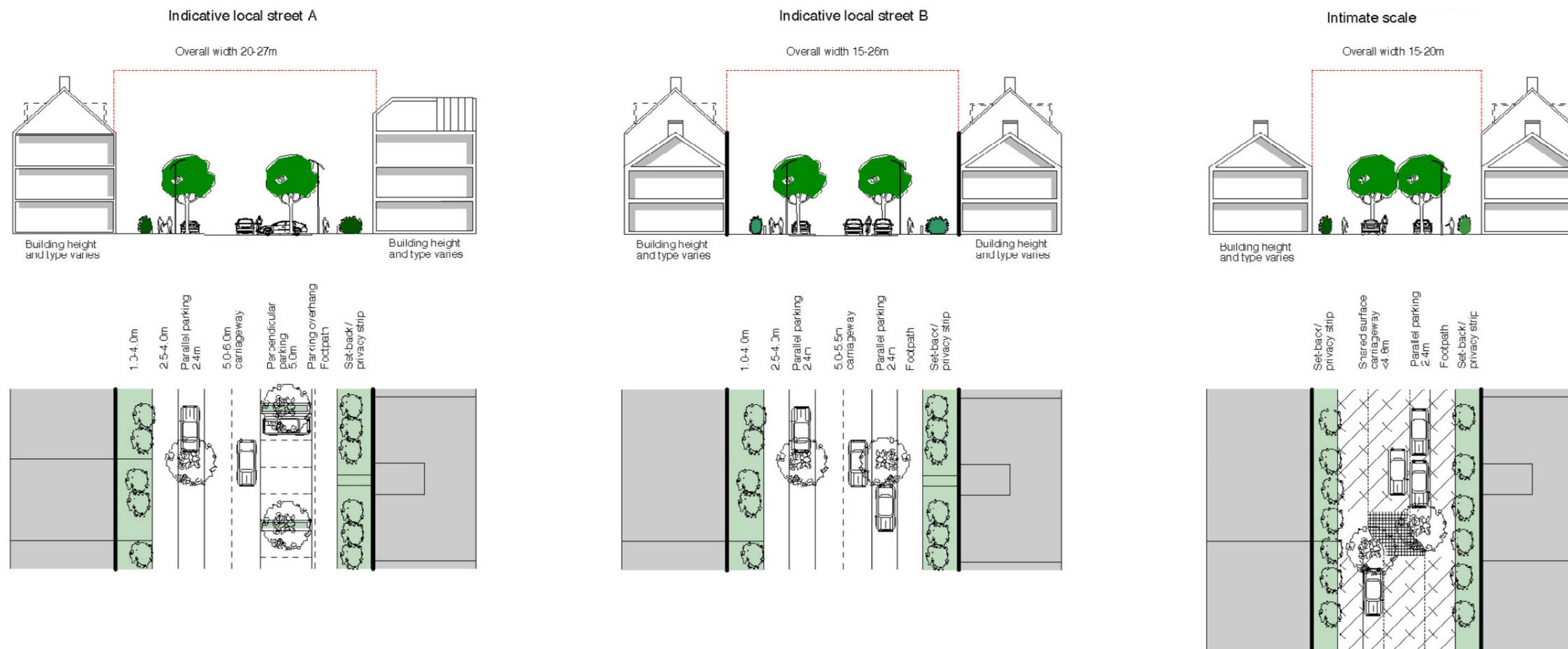
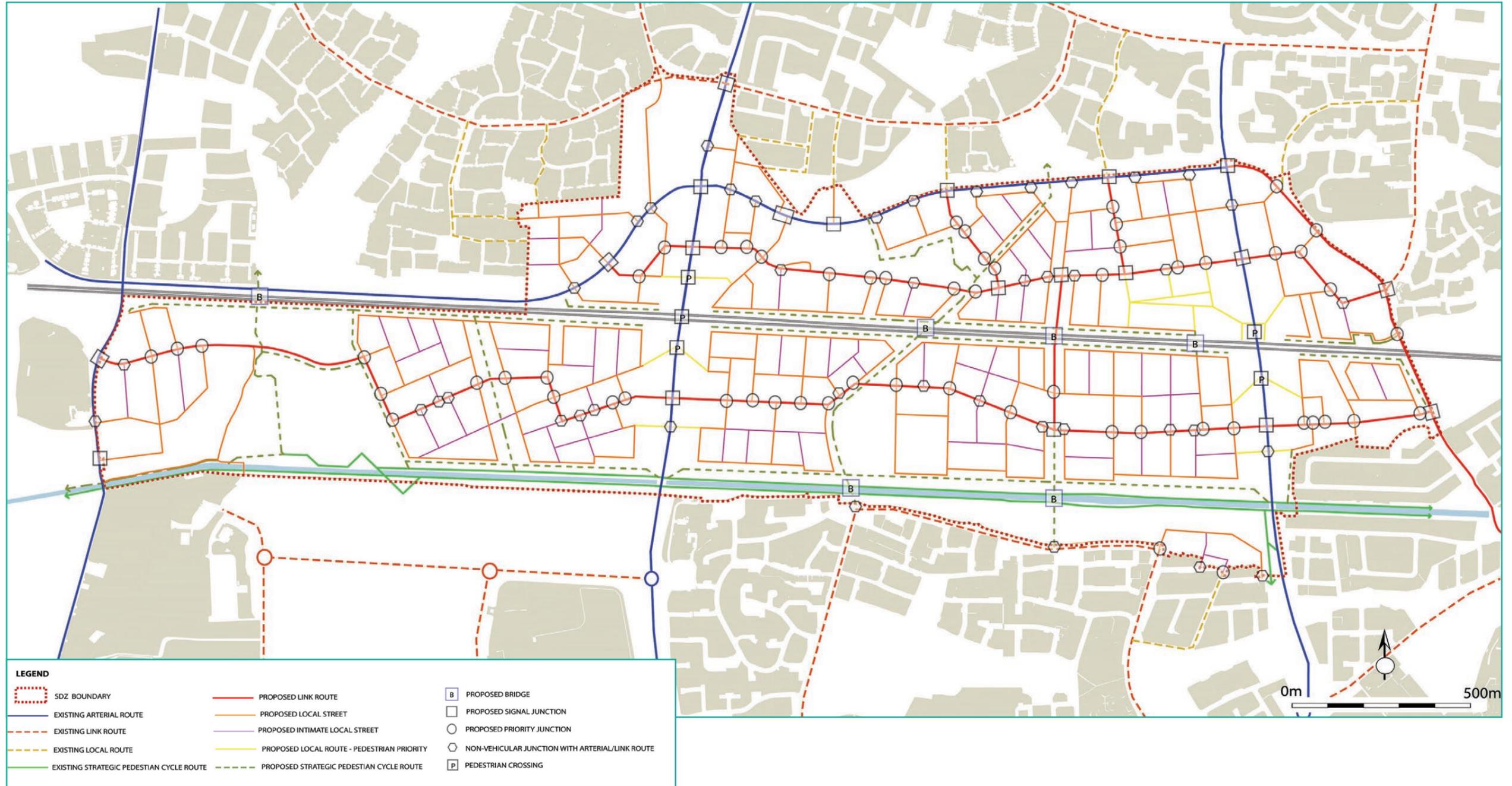


Figure 2.2.7 | Overall Movement Concept



2.2.5 Bridges

The barriers created by pre-existing strategic roads, the Grand Canal and the Kildare/Cork Railway Line form challenges to movement across the SDZ lands. Rather than being avoided or mitigated, these features will be integrated within the urban structure of the SDZ lands with important connections across them.

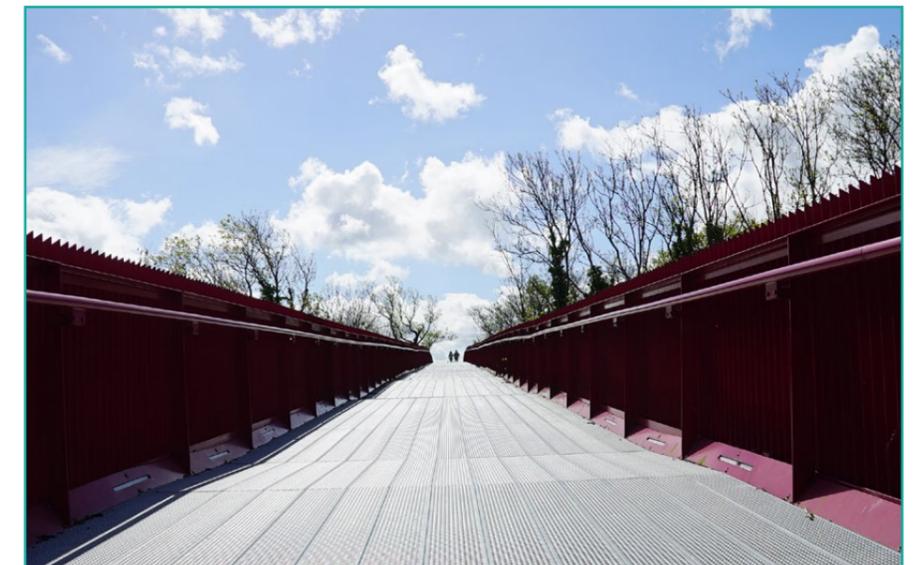
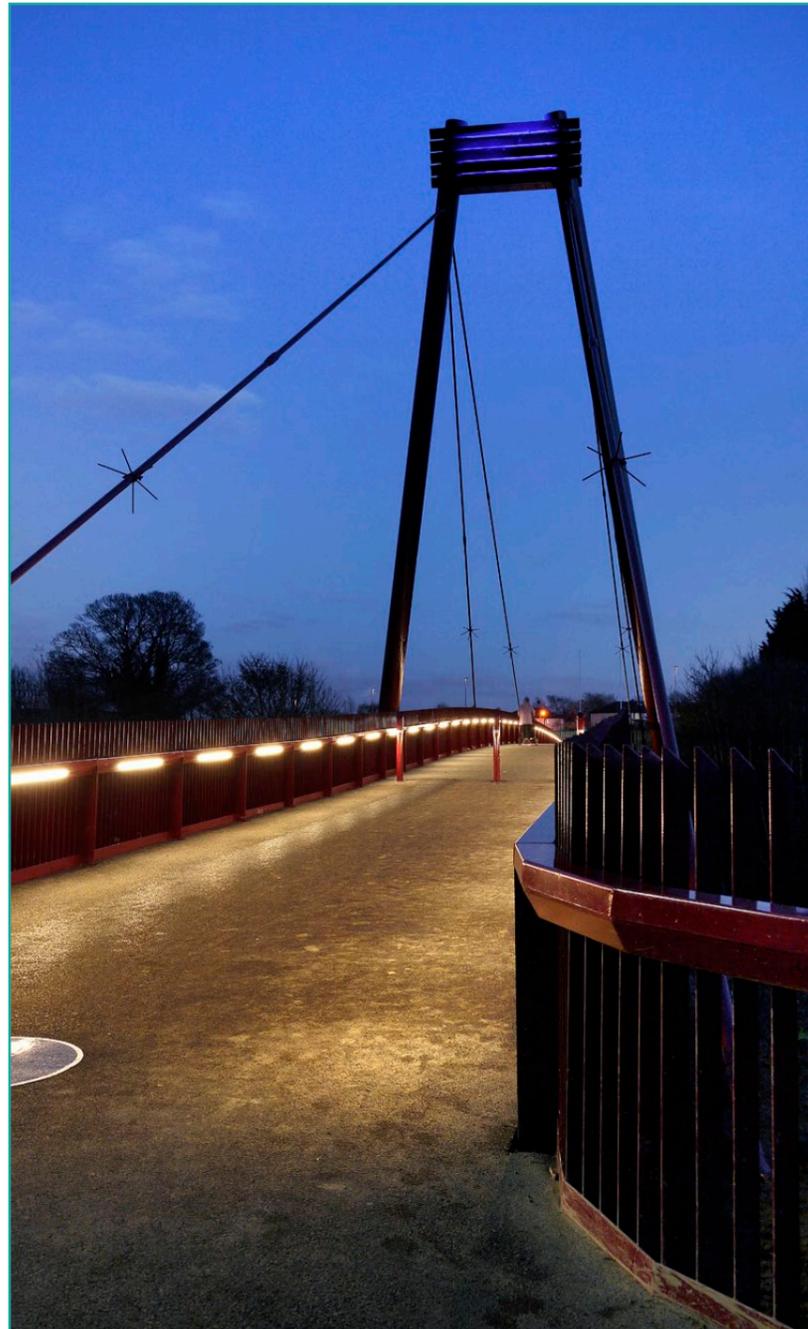
A number of bridges are required to enable north-south movement across the Canal and Railway for different modes. A total of five new bridges are proposed in addition to the upgrade of an existing pedestrian and cycle bridge to a Green Bridge at Hayden’s Lane. Such bridges shall be provided in accordance with the Phasing Strategy detailed in Chapter 4.

The various types of bridges that are existing and proposed (13 in total) on the SDZ lands and the type of movement they will support is set out in the Table 2.2.2. The location of proposed bridges (including upgrade) is further detailed on the Overall Movement Concept drawing (Fig. 2.2.7). No level crossings over the railway line will be permitted.

Table 2.2.2 | Canal and Rail Bridges

Bridge Type	Number
Canal Overbridge – pedestrian & cyclist	X3 (including 1 existing)
Canal Overbridge – vehicular, public transport, pedestrian & cyclist	X3 existing
Rail Overbridge – pedestrian & cyclist	X3 (including 1 existing for upgrade as green bridge)
Rail Overbridge – vehicular, public transport, pedestrian and cyclist	X4 (including 3 existing)

In addition to the requirements set out under Section 2.11 (Biodiversity and Natural Heritage), where new canal crossings i.e. footbridges/cycle bridges are proposed, all canal crossings should be designed so as to avoid fragmentation of linear habitats associated with the Grand Canal corridor.



2.2.6 Parking

Car Parking Standards

In order to promote sustainable travel patterns, this Planning Scheme seeks to minimise the number of car spaces and maximise their use within the SDZ lands. A detailed car parking strategy and/or Workforce Travel Plan (also known as Mobility Management Plan – see section 2.2.7 and accompanying Transport Assessment and Strategy) that facilitates shared or reduced use of car parking by different uses (including residential and Park & Ride) should be submitted with applications for large scale mixed use development.

To allow for more efficient turnover of spaces, on-street parking (where provided) should not be allocated to individual dwellings. The sharing of spaces for residential development with Park and Ride facilities is also particularly encouraged.

The car parking standards for the key land uses in Clonburris are set out under the *South Dublin County Council Development Plan 2016 – 2022* and the Transport Assessment and Strategy that accompanies this Planning Scheme. The standards are maximum parking standards and should not be viewed as a target. Details in relation to the design of car parking are set out under Section 2.8 (Built Form and Design) of this Planning Scheme.

Further to the Accessibility Assessment carried out as part of the accompanying Transport Assessment and Strategy, Zone 2 parking standards prescribed under the *South Dublin County Council Development Plan 2016 – 2022* shall be applied to all areas that have been identified with an accessibility level of 1, 2 or 3 (see Fig. 2.2.8). Zone 1 parking standards shall be applied to all other areas of the SDZ lands.

The development of car free housing may be considered in the higher density areas of the SDZ lands adjacent to Public Transport interchanges and within the urban centres planned around the Clondalkin-Fonthill and Kishoge rail stations only. Reduced parking provision (including near zero or zero parking provision) for individual developments may be acceptable subject to the degree of compliance with the following:

- » The proximity of the site to the Kishoge and Clondalkin-Fonthill Railway Stations;
- » The proximity of the development to services that fulfil occasional and day to day needs;
- » Demonstration that car parking can be shared between complementary land uses including Park and Ride Facilities;
- » The existence of a robust and achievable Workforce Management or Mobility Management Plan for the development;
- » The ability of people to fulfil multiple needs in a single journey;
- » The levels of car dependency generated by particular uses within the development;
- » The ability of residents to live in close proximity to the workplace;
- » Peak hours of demand and the ability to share spaces between different uses; and
- » Uses for which parking rates can be accumulated.

Electric Vehicle Parking

To facilitate the use of electrically operated cars and bicycles, all developments should provide charging points for the charging of electric vehicles at a rate of 100% of the car parking provision and 10% of the bicycle parking provision.

Bicycle Parking Standards

Secure bicycle parking shall be provided throughout Clonburris and shall be designed in accordance with the NTA's *National Cycle Manual (2011)*. Every effort shall therefore be made to ensure that bicycle parking is sheltered, secure and designed in a manner that integrates appropriately into the public realm. The minimum parking standards for the SDZ lands are set out under the *South Dublin County Council Development Plan 2016 – 2022* and the Transport Assessment and Strategy that accompanies this Planning Scheme.

Figure 2.2.8 | Accessibility Levels for Identification of Car Parking Zones



Source: Clonburris Strategic Development Zone Transport Assessment and Strategy (2017)

2.2.7 Transport Assessment & Mobility Management

Traffic and Transport Assessments

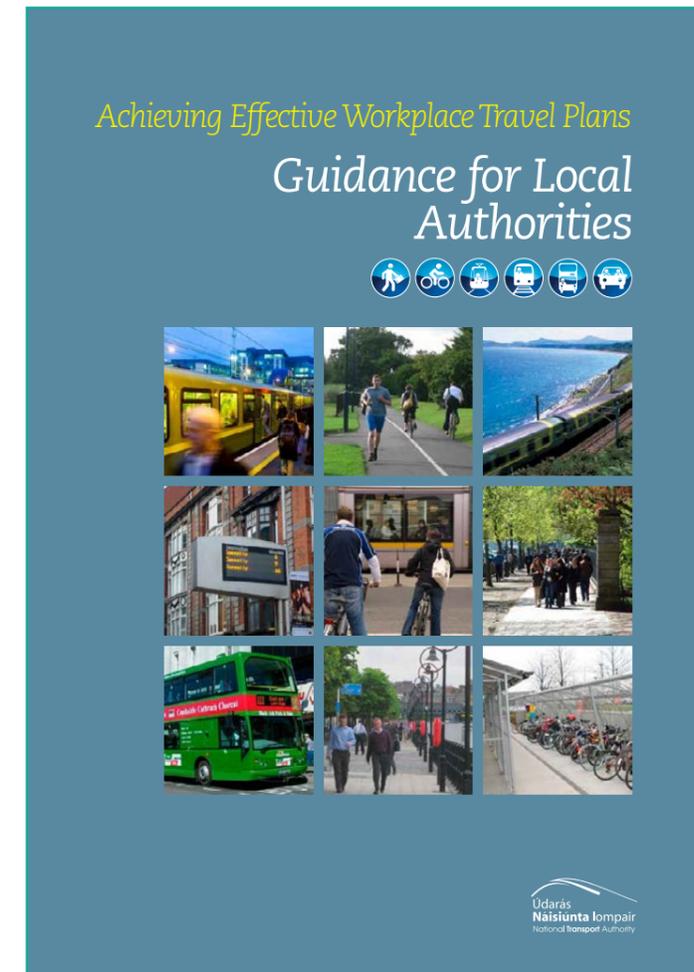
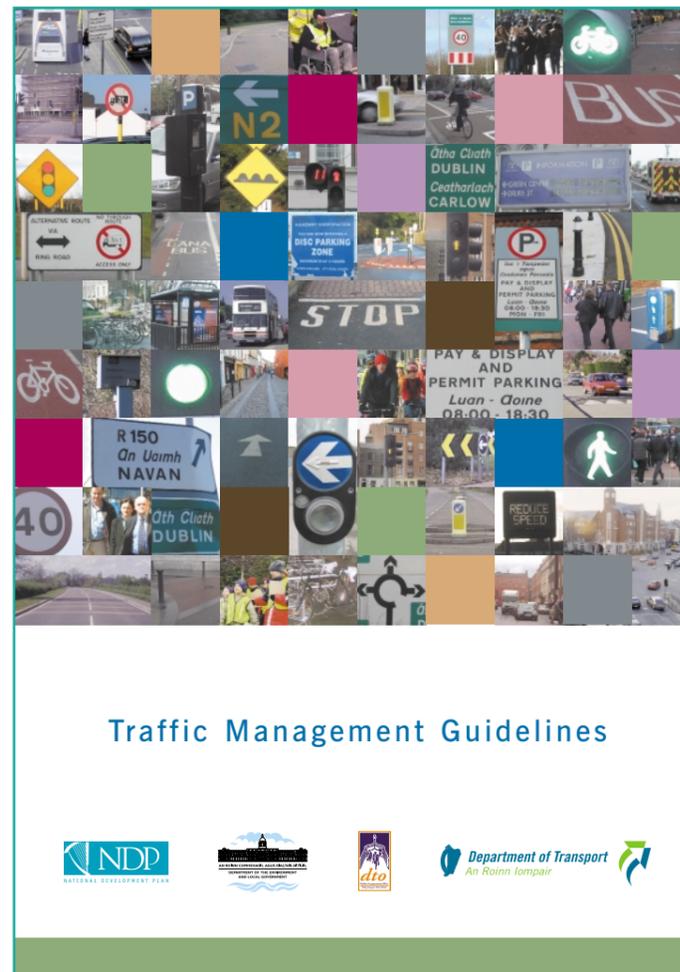
In addition to the Transport Assessment and Strategy that accompanies this Planning Scheme, Transport and Traffic Assessments (TTAs) should be carried out on a case by case basis for developments that have the potential to generate a significant increase in trips on the overall transport network. The thresholds for TTAs are set out under the NTA's Traffic Management Guidelines (2003) and, in the case of developments that could affect national roads, the NRA's Traffic and Transport Assessment Guidelines (2014), should be utilised to help inform whether a TTA is necessary.

TTAs will largely be required to address wider public transport, walking and cycling network issues, rather than singularly focusing on impacts on the immediate street network. Such assessments should demonstrate that there is sufficient public transport, pedestrian, cyclist and road capacity to serve the development and should also provide a clear rationale for the proposed level of car parking having regard to existing and planned public and active transport facilities. Cumulative impact of traffic should also be considered.

Mobility Management Plans

An overall strategic Mobility Management Plan (MMP) framework has been prepared for this Planning Scheme as part of the accompanying Transport Assessment and Strategy. Individual MMPs or Workplace Travel Plans (WTP) should also accompany applications for larger sized developments in accordance with the recommendations of the NTA's *Achieving Effective Workplace Travel Plans: Guidance for Local Authorities* (2012).

Such plans should outline a series of measures to encourage sustainable travel modes and reduce car borne traffic within a development. These may include proposals to encourage cycling and walking, car sharing, car-pooling, flexible working hours and public transport use etc.



Section 2.3 Green and Blue Infrastructure

Overarching Principle

To deliver a network of high quality green and blue infrastructure spaces and public parks while protecting, enhancing and sensitively upgrading the natural, built and cultural assets of Clonburris lands.



2.3.1 Introduction

Green Infrastructure (GI) is a generic term encompassing the protection, management and enhancement of urban, peri-urban and rural environmental resources (natural and managed), through the identification and provision of multifunctional and interconnected green spaces and provides an opportunity to reassess the manner in which we manage and use green spaces (RPGGDA, 2010)¹. Green and blue infrastructure is essentially the green spaces and the water environment. It is referred to as 'infrastructure' as it is considered to be as important as other types of infrastructure such as roads, schools and hospitals. It is taken to mean all green space and water of public and natural value.

Spatially planned networks of natural and semi natural green (land) and blue (water) infrastructure are becoming increasingly recognised as providing many environmental, economic and social benefits to society and we need to plan for their creation and protection within the SDZ lands. Successful green and blue infrastructure planning is also recognised as a natural solution and alternative to 'grey' infrastructure (utilities, transport infrastructure, flood control) that is environmentally friendly and less expensive.

A fundamental challenge in the preparation of the Planning Scheme is to achieve a balance between a new high quality, urban residential environment, sustainable water management and the protection and the enhancement of key natural and built heritage assets of the lands, in order to provide these spatially planned networks of green and blue infrastructure.

Key Principles

The key principles for green and blue infrastructure for the Planning Scheme are as follows;

- » To protect, enhance and develop an interconnected green and blue infrastructure network of parks, open spaces, hedgerows, grasslands, protected areas, rivers and streams for amenity and recreation, biodiversity protection, flood management and adaptation to climate change;
- » To retain and improve key landscape and ecological features such as hedgerows, the Grand Canal and the Griffeen River;
- » To incorporate new elements of Green and Blue Infrastructure such as tree planting, parks and natural open spaces and sustainable urban drainage systems;
- » To reduce fragmentation and strengthen ecological links through the retrofitting and or upgrading of the pedestrian bridge over the railway line to a 'green bridge';
- » To connect parks and areas of open space with ecological and recreational corridors to aid the movement of biodiversity and people and to strengthen the overall Green Infrastructure network;
- » To support native plant and animal species and encourage corridors for their movement; and
- » To seek to retain hedgerows, aquatic habitats and established tree lines wherever possible.

¹ Regional Planning Guidelines for the Greater Dublin Area 2010

2.3.2 Green Infrastructure Network

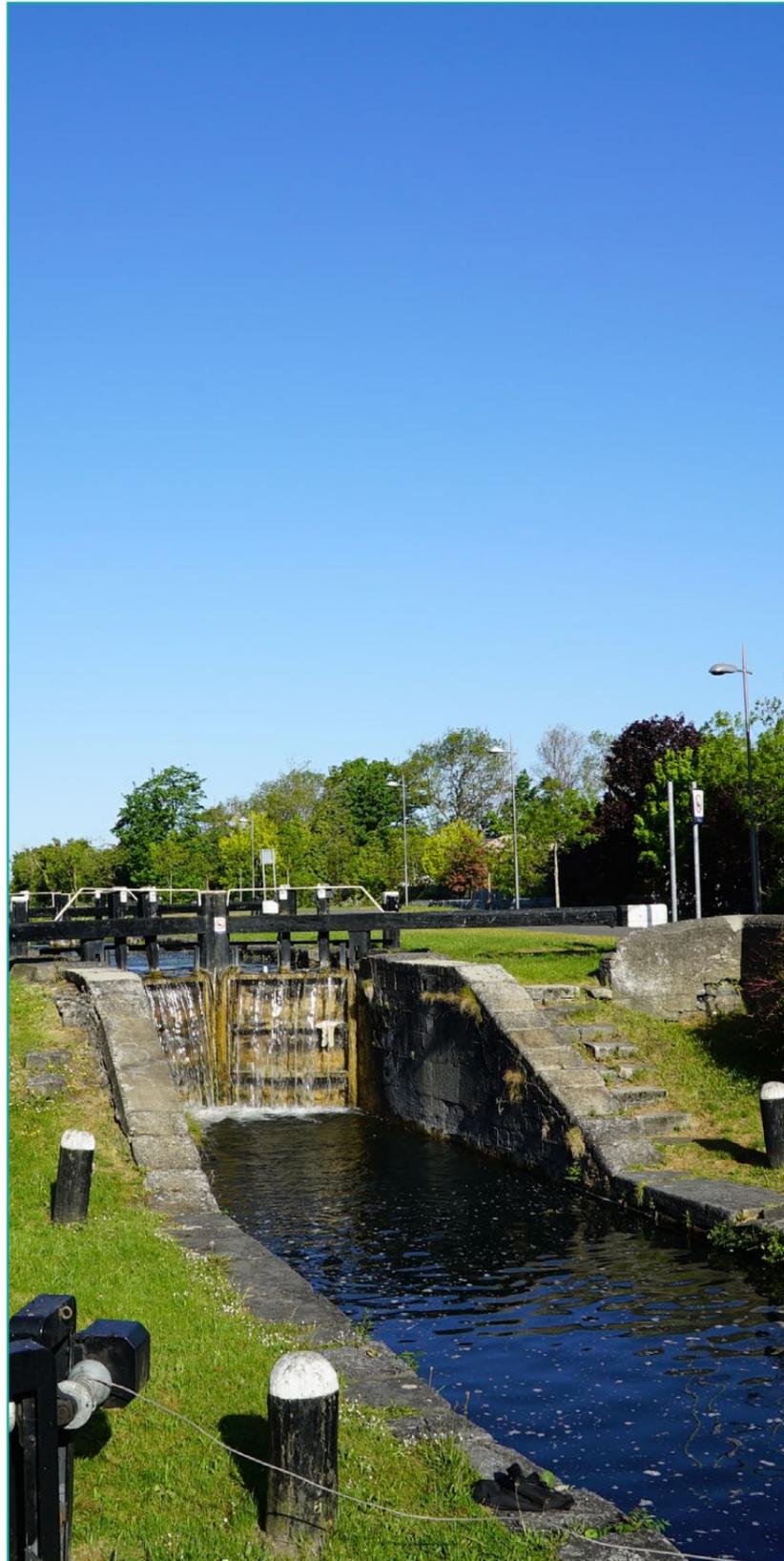
Figure 2.3.1 | Green Infrastructure



Blue and green spaces will cover approximately 30% of the SDZ lands. Developments on the SDZ lands should identify and protect (where possible) the existing green infrastructure elements on the lands including green open spaces, hedgerows, large trees, watercourses and other natural physical features as these are a strong part of the lands history and will define the character of areas and help to create attractive neighbourhoods.

New green spaces will be interconnected with existing green infrastructure to form multifunctional corridors and hubs at the Griffeen Valley Park Extension, along the Grand Canal, the Griffeen River, the Kilmahuddrick Stream, through existing and proposed Parks, along the railway line, through existing hedgerows and over the green bridge and connecting into existing green spaces outside the SDZ lands. Local level green infrastructure corridors shall be provided along the new urban structure of streets and spaces (i.e. trees, tree lines, swales margins).

These blue and green spaces will take the form of parks, open spaces, constructed wetlands, swales, tree planting, hedgerows, parks, permeable paving, green roofs and a green bridge over the railway line. These spaces will provide for amenity and recreation, biodiversity protection and enhancement, water management and adaption to climate change. In general, the recreation and amenity spaces should all be overlooked by buildings and streets that would provide passive supervision from residents, pedestrians and passing motorists where appropriate.



Grand Canal

The Grand Canal is a proposed Natural Heritage Area (pNHA). This is an area considered important for the habitats present or which holds species of plants and animals whose habitat needs protection². The Grand Canal is a man-made linear waterway that hosts a rich variety of plant and animal species including protected species and numerous mature tree species. It is a key element in the existing Green Infrastructure Network. Associated canal structures and buildings contribute to the unique setting and historic character of the Grand Canal and the southern tow-path provides an uninterrupted corridor for pedestrian and cyclist movement.

Development proposals on the SDZ lands close to the Grand Canal shall protect and incorporate high value natural heritage features including watercourses, wetlands, grasslands, woodlands, mature trees, hedgerows and ditches and include for a 50m setback for all buildings and a 30m set-back distance for development (with the exception of bridges and footpaths) from the pNHA boundary to facilitate the continuity of the Grand Canal as a corridor for protected species, biodiversity, and a fully functioning Green Infrastructure network (See also Sections 2.10 and 2.11).

Where new canal crossings (i.e footbridges/cycle bridges) are proposed, they should be designed so as to avoid fragmentation of linear habitats associated with the Grand Canal Corridor.

Green Bridge

Traditionally, transport infrastructure, such as railways and roads, had a negative impact on the green infrastructure network; severing habitats, landscapes, greenspaces and creating barriers to species movement. The Landscape Institute UK defines a Green Bridge as *an artificial structure over road or rail infrastructure which is either vegetated or provides some wildlife function*. Green bridges are a green infrastructure solution that can minimise these impacts and provide enhanced connections for species and humans. Other benefits to green bridges include increased opportunities for recreation and tourism and improved visual appearance of the infrastructure. Within the SDZ lands, the Kildare Railway Line severs the lands including Griffeen Valley Park and the lands to the south. In order to reduce fragmentation of the Green Infrastructure network, in particular the Griffeen Valley Park and the Griffeen River, a Green Bridge shall be provided over the railway line.

It is an objective of the scheme to retrofit or replace the existing pedestrian bridge over the railway line to provide a green bridge connecting the Griffeen Valley Park and the proposed extension of the park to the south.

The green bridge shall be integrated into the surrounding landscape and shall provide connections for pedestrians and cyclists, commuting routes for species and the park landscape as a whole.

The design of the green bridge shall be in accordance with the Landscape Institute UK *Green Bridges Technical Guidance Note 09/2015*.

Sustainable Urban Drainage Systems

Sustainable Urban Drainage Systems (SUDS) is widely recognised as a green infrastructure based approach to drainage and storm water management. The development of the SDZ lands will require a planned and incidental approach to SUDS and Infrastructural SUDS, to address drainage and storm water management issues. The system should be designed as an ecological resource through appropriate planting and landscape intervention. (See also Section 2.9 Services, Infrastructure and Energy Framework).

It is essential that open spaces accommodating SUDS measures such as attenuation ponds, shall be designed in order to achieve a balance between surface water management and high quality open space.

The key elements of the proposed SUDS measures are as follows:

- » The SUDS shall be designed into the street, public squares and open space network, as a series of 'wet' and 'dry' landscape elements. These should be of a high quality to achieve a multifunctional space for amenity, biodiversity and surface water management and should include grasses and swales, and high quality, well designed attenuation ponds and constructed wetlands.
- » A system of infiltration trenches, tree pits, permeable paving green roofs, and other elements shall be provided that should direct surface water to attenuation areas.
- » Swales should be designed as linear landscape elements and used as elements to enhance streetscape and neighbourhood character and identity.
- » Surface water should be captured and treated within the curtilage of each site using green roofs, rainwater gardens, filter trenches or bio retention units.

² National Parks and Wildlife Service

A detailed Surface Water Management Plan (or more than one such plan addressing catchment areas within the Planning Scheme as may be agreed with South Dublin County Council) is required to be prepared by the landowners/developers and agreed with South Dublin County Council in advance of any development on the SDZ lands. All SUDS proposals within the SDZ shall comply with this Plan and also with the Greater Dublin Strategic Drainage Study and the Sustainable Urban Drainage Manual C753. Where agreement is not possible due to inaction or non-cooperation by any individual landowner, South Dublin County Council will consider alternative or interim engineering solutions on a case by case basis that meet the provisions of the Planning Scheme's Surface Water Management Strategy.

Temporary and Advance Greening

Undeveloped land can be an underutilised resource that could improve the environmental, economic and visual amenity of an area and could be a valuable use of lands that could contribute to the green infrastructure network. Temporary greening is a positive way to create short-term safe and attractive places until development comes on stream and would also contribute to the green network on the lands.



Temporary greening allows undeveloped land, for which there are no development proposals prepared or considered, to be used in the short or medium term for temporary greenspace. Temporary landscapes can be provided, that are affordable and maintainable on a temporary, yet self-sustaining basis.

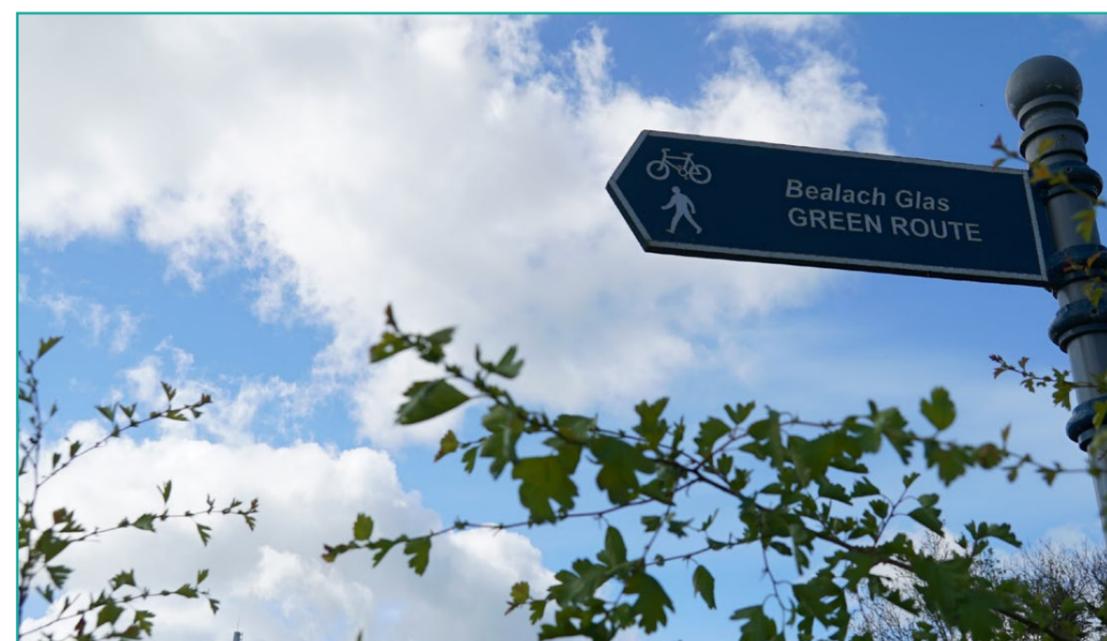
It is an objective of the plan to support temporary greening proposals including those that involve community growing, allotments, sports and recreation activities, on the basis that it is not intended to develop these sites in the medium to long term for 5-10 years. Pedestrian and cycle paths could also be formed along proposed route networks.

It is essential to fully convey to the public that these are temporary measures and landscape uses, and they will be replaced with re-development on the site in the future. These sites could provide links with schools, the Grand Canal and or the Griffeen Valley Park.

It is also an objective of the scheme to promote advanced greening of lands. Green features including structural planting may be provided in advance of construction. This would ensure essential green infrastructure, trees and other planting can become established, mature and resilient prior to the completion of the development.

Proposals for temporary greening shall be agreed with the Planning Authority at planning application stage.

Temporary greening allows undeveloped land, which has no development proposals prepared or considered, which is intended to be used in the short or medium term for temporary greenspace.



Section 2.4 Urban Centres

Overarching Principle

To develop vibrant mixed use centres around Clonburris and Kishoge railway stations as part of a hierarchy of urban centres to serve Clonburris.



2.4.1 Introduction

This section of the Plan details the urban centres that are central to the development of the Planning Scheme. Retailing is a key contributor to the vitality and viability of centres. The quantum of retail and retail services for the Planning Scheme are detailed in Section 2.5 and should be read in conjunction with this section.

The Urban Centre hierarchy of the Planning Scheme is based on a bi-centric model, consisting of two new settlements/communities centred on new urban centres, Clonburris and Kishoge, located at the points of highest accessibility. These principal urban centres are supported by four local nodes at Grange, Clonburris Little, Gallanstown and Cappagh to support local communities.

2.4.2 Place Making

Place Making is the combination of spatial planning, urban design and public realm to create attractive, distinct and vibrant locations. The urban centres in the Planning Scheme will be critical in the creation of distinctive new places in Clonburris and ensuring that there are discernable focal points in the scheme to provide identity, amenities and facilities for the community. The urban centres at Clonburris and Kishoge are key elements in achieving the vision of this Planning Scheme which sets out to create a vibrant community offering a new way of living.

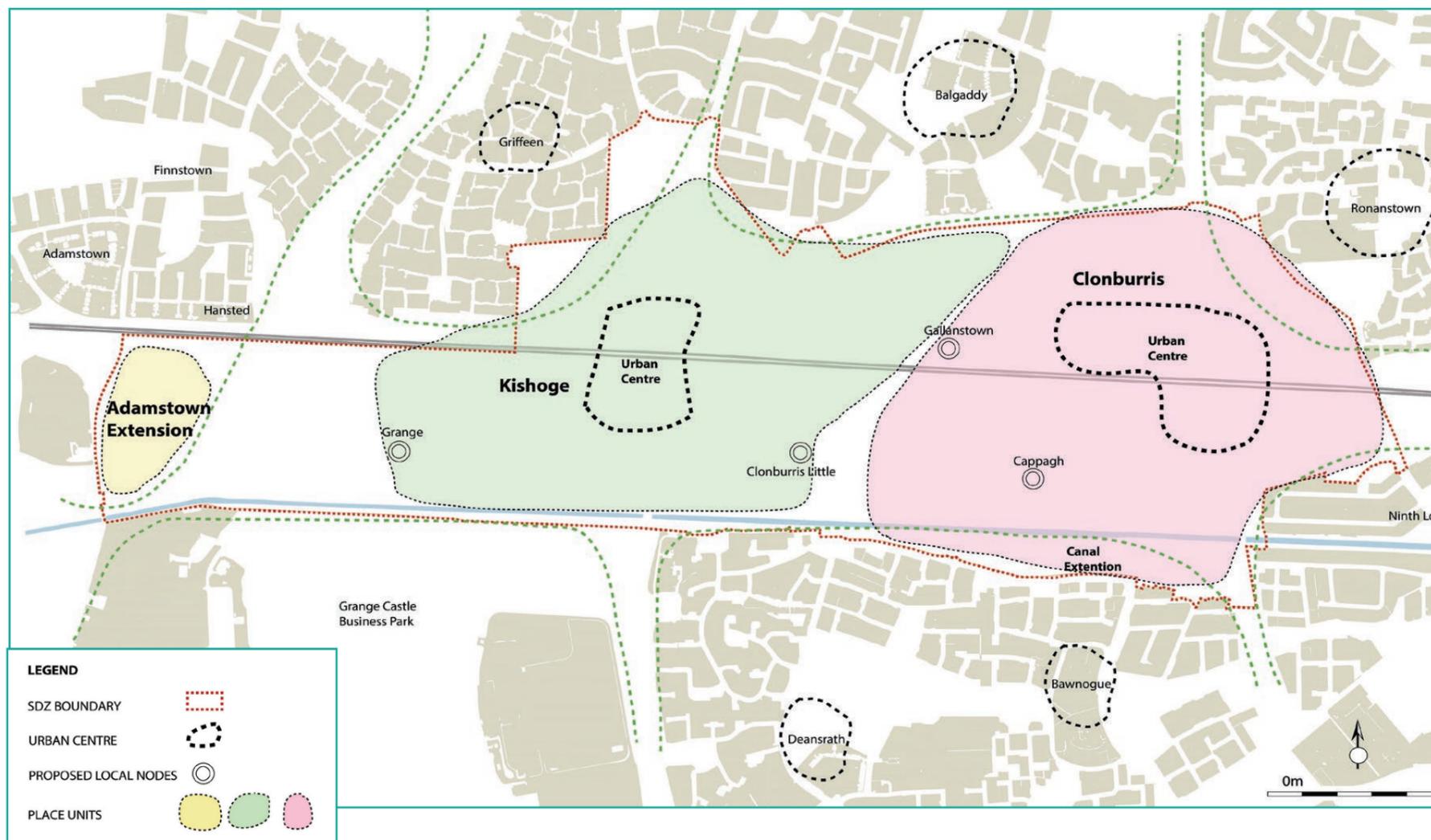
The delivery of the urban centres in tandem with population increase from residential construction is required in the phasing to provide place making and ensure a high quality of life for residents as the new community establishes. Please refer to Section 4.4 Place Making for the phasing requirements associated with place making.

In order to have an orderly and timely realisation of the overarching principle, to develop vibrant mixed use centres around the Clonburris and Kishoge railway stations as part of a hierarchy of urban centres to serve Clonburris, South Dublin County Council shall be the lead partner to ensure that the facilities are delivered on schedule and where necessary, prioritising the needs of the residents, South Dublin County Council shall secure finance in anticipation of contributions from Developers or Government Funding, including bridging finance.

Key Principles

- » To develop the Planning Scheme based on the following urban centres hierarchy:
 - Clonburris as a vibrant and sustainable centre to serve a district catchment;
 - Kishoge as a vibrant and sustainable secondary urban centre to serve a large local catchment; and
 - A network of four Local Nodes to serve a local catchment.
- » To promote Clonburris Urban Centre as the primary urban centre in the Planning Scheme by directing higher order retail, retail services, residential, cultural, leisure, financial, public administration, restaurants/bars, entertainment and civic uses into and adjoining the Core Retail Area of this centre;
- » To promote Kishoge Urban Centre as a primary urban centre in the Planning Scheme by directing higher order retail, retail services, residential, cultural, leisure, financial, public administration, restaurants/bars, entertainment and civic uses within and adjoining the Core Retail Area of this centre;
- » To direct retail, commercial, leisure, entertainment, civic, community and cultural uses into Clonburris and Kishoge Urban Centres and to achieve a critical mass of development and a mix of uses that is appropriate to each level in the urban hierarchy;
- » To promote a high standard of urban design in urban centres that contributes to the creation of safe and attractive streets and spaces and creates desirable places to work, live and visit;
- » To achieve an efficient use of land in centres, and to achieve development densities that can support vibrant, compact, walkable places that prioritise pedestrian movement; and
- » To protect the quality, ambiance, vibrancy and vitality of urban centres by promoting an appropriate mix of day and night-time uses, including commercial, recreational, civic, cultural, leisure and residential uses and to limit or control uses that might have a detrimental impact on the amenities of centres.

Figure 2.4.1 | Urban Centres in the Planning Scheme



Urban Grain

Urban grain is a way of describing the degree of mixing of different physical elements in an urban area. It generally relates to the pattern of urban blocks and the pattern of the subdivision of urban blocks into plots. Urban grain is often described as being coarse when blocks and plots are mainly large in size, mixed where they are of different sizes and fine where they are small in size. Urban grain is a key factor in determining mix of uses and diversity in an area as greater mix of uses is associated with greater variety of blocks and plots

In the urban centre where coarser urban grain and larger buildings are proposed, a careful approach to the design of facades will be required. Designers will be required to clearly express the ground floor, the main façade, a strong parapet and the roof form. Individual buildings within blocks should express distinctive building design.

At selected locations, a fine urban grain is required in the main squares of the urban centres at Clonburris and Kishoge to provide for physical, visual and land use diversity in contrast to the predominant coarse grain. Fine urban grain will provide for smaller commercial footprints, which are attractive to smaller, independent businesses and are important to the development and sustenance of a mixed, local economy.

At Clonburris Retail Core, three block frontages to the square shall be selected for fine grain frontage. Figure 2.4.2 shows an indicative Plan for the Clonburris Retail Core, including indicative locations for fine urban grain that should be developed as terraces of individual and spatially-independent, mixed use buildings. This type of fine urban grain has been shown to be an important component of successful masterplanned urban centres. The fine urban grain frontage of individual plots should be between 6 and 8 metres and should not in any case exceed 10 metres (see indicative elevation and plan in Figure 2.4.3 and 2.4.4). Each plot shall have an individual distinctive design.

The main entrances to buildings should be from the main street or space frontage. In general, these entrances should be frequent to ensure increased street activity and passive surveillance. Distances between entrances should not exceed 10m in the primary and secondary frontage. See Section 2.8.4 for general urban grain requirements.

2.4.3 Urban Design

Frontage

Section 2.5 outlines the key Primary and Secondary Retail Frontages in the urban centres. The Primary Retail Frontage is the principal frontage for the Retail Core area at Clonburris Urban Centre. Primary Retail Frontage should be dominated by retail uses, with a smaller proportion of supporting, small scale services (restaurants, public house, post office, specialist services etc.). The primary frontage should be highly varied, and not dominated by one or a small number of units. On the Primary Retail Frontage, a minimum floor-to-floor dimension of 4 metres will be required. The ground floor of the primary frontage should present diversity in terms of shopfront design, colours and materials.

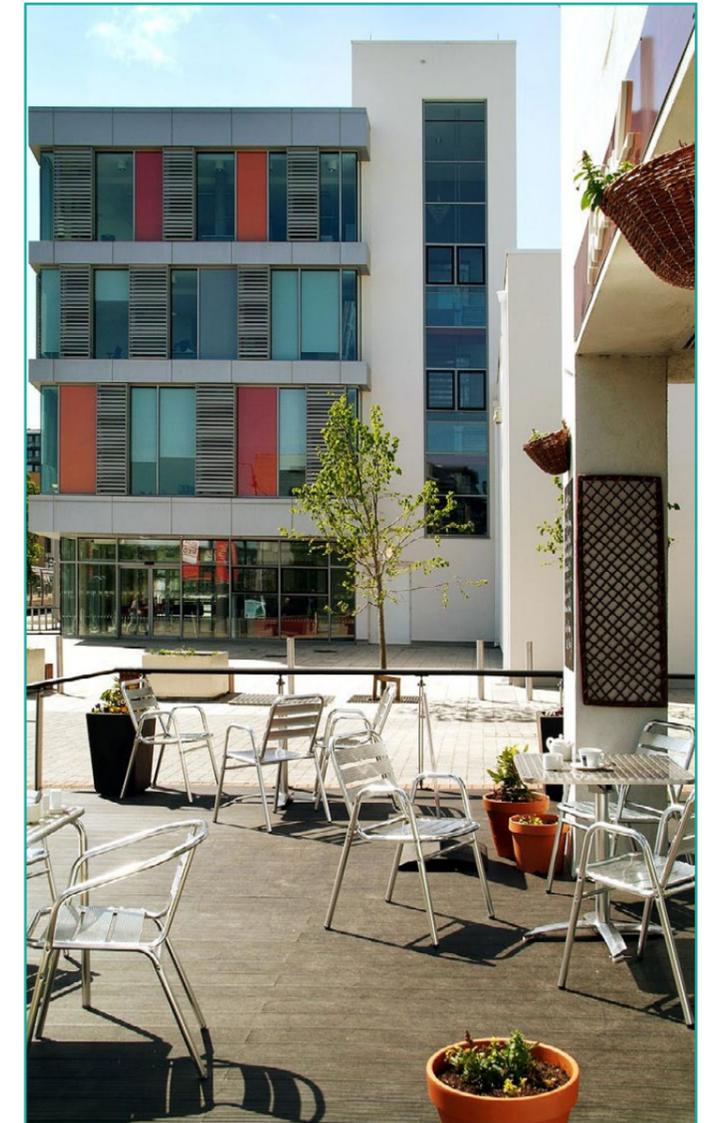
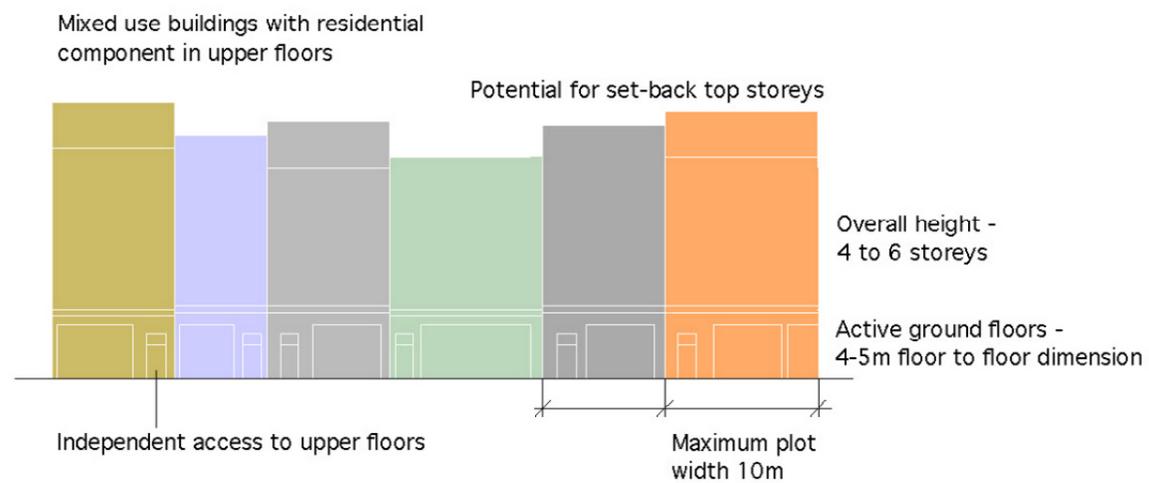
Buildings should not be set back from the street or space on the primary or secondary retail frontages, and where commercial uses are proposed at ground floor.

The Secondary Retail Frontage is of a lower order of scale and value than the primary frontage. A mix of retail, service and non-retail commercial uses is permissible. Secondary Retail Frontage excludes large-scale comparison and convenience shopping.

Figure 2.4.2 | Fine Urban Grain Locations in Planning Scheme

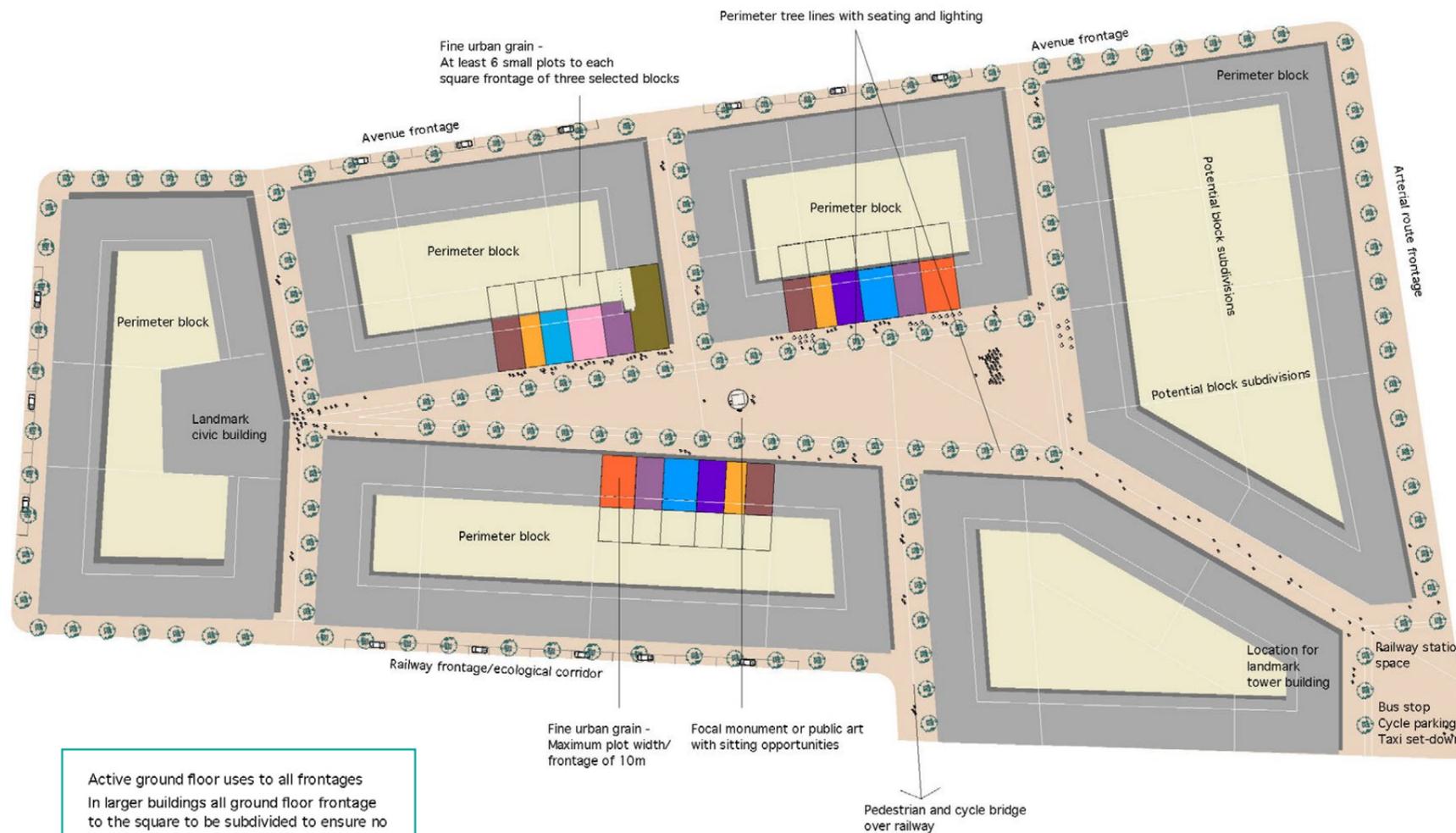


Figure 2.4.3 | Indicative Elevation of Fine Urban Grain in Urban Centre



To protect the quality, ambiance, vibrancy and vitality of urban centres by promoting an appropriate mix of day and night-time uses.

Figure 2.4.4 | Indicative Plan of Clonburr Retail Core



Active ground floor uses to all frontages
 In larger buildings all ground floor frontage to the square to be subdivided to ensure no individual frontage exceeds 10m.
 Perimeter block typologies
 All perimeter blocks with potential for raised courtyard over ground floor slab
 Robust, clutter-free space
 Pedestrian access to basement car parking integrated with frontages to the square
 Continuous surfaces to pedestrian streets and squares with gently sloping gradients not to exceed 1 in 33 or 3% where possible.
 Stepped levels to be avoided where possible.



Subdivision of Uses

Vertical subdivision of buildings contributes to the diversity in the urban centres. In mixed use areas that are not designated for fine urban grain, vertical subdivision of buildings will be required on the Primary Retail Frontages, where the ground floor is required to be developed for an active retail or service use. It is expected that upper floors will accommodate the residential or non-retail commercial component of the land use required in the block or a combination of both residential and non-retail commercial uses. In other mixed-use areas, non-commercial buildings and residential buildings may be developed separately within the urban block.

2.4.4 Restrictions on Uses

An over-concentration of certain uses will be discouraged in the urban centres, due to an overriding need to maintain the integrity, quality and vibrancy of centres. The Planning Scheme seeks to ensure that the quantum of off-licences, fast food/ takeaway outlets, gaming arcades/ casino and betting offices is not disproportionate to the overall size and character of the area and that the development would not have a negative impact on the amenity of the area due to noise, general disturbance, hours of operation and litter. The provision of a small section of a convenience shop for an ancillary off-licence use is generally acceptable.

In Clonburr, Kishoge and the local node centres, the provision of non-retail uses that would preclude the provision of a more appropriate range of services may be restricted at ground floor level, in addition to any uses that would seriously affect the residential amenities of the surrounding area.

Fast food outlets have the potential to cause disturbance, nuisance and detract from the amenities of an area and as such, proposals for new or extended outlets will be carefully considered. Development proposals for fast food/takeaway outlets will be strictly controlled and all such proposals are required to address the following:

- » The potential effect and the proximity of fast food outlets or take away outlets to vulnerable uses, such as schools or parks;
- » The cumulative effect of fast food outlets on the amenities of an area;
- » The effect of the proposed development on the existing mix of land uses and activities in an area;
- » Opening/operational hours of the facility; and
- » The location of vents and other external services and their impact on adjoining amenities in terms of noise/smell/visual impact.

Section 2.5 Retail

Overarching Principle

To support the provision of attractive retail floorspace at Clonburris and Kishoge Urban Centres to contribute to the creation of active mixed use centres.

2.5.1 Introduction

The distribution of retail and other commercial floorspace in the Planning Scheme is related to the accessibility offered by public transport across the site. The main retail areas are focused primarily around Clondalkin- Fonthill Railway Station and to a lesser extent Kishoge Railway Station. A small amount of retail and other commercial floorspace is allocated to facilitate the development of local nodes to serve local catchments. The retail provision for the Planning Scheme was informed by a Clonburris SDZ Retail Study (2016). This study can be read as a separate accompanying document.

Key Principles

- » To support new retail provision to meet the needs of the population and to direct significant new retail floor space into the designated Retail Core of Clonburris Urban Centre;
- » To promote the provision of an appropriate mix, range and type of uses in the Retail Core of Clonburris Urban Centre, including retail, community, recreational, medical and childcare uses, at a scale that caters predominantly for the population of the lands;
- » To support and facilitate the development of a Clonburris Urban Centre of an appropriate urban scale, providing a sustainable retail mix, that facilitates walking, cycling and use of public transport; and
- » In the Clonburris and Kishoge centres, the provision of uses that would preclude the provision of a more appropriate range of retail or services may be restricted at ground floor level within the shopping streets, in addition to any uses that would seriously affect the amenities of the area and impinge on achieving the Planning Scheme.



22,520 m²
Retail floorspace

To support new retail provision to meet the needs of the population and to direct significant new retail floor space into the designated Retail Core of Clonburris Urban Centre.

2.5.2 Retail

The maximum retail and service floorspace permissible in each Development Area is indicated in Table 2.5.1 and accounts for the retail floorspace in the Clonburris and Kishoge Retail Core Areas and the retail floorspace in Urban Centre Development Areas outside the Retail Core Areas. Figure 2.5.1 maps the location of the relevant Retail Core Areas and Local Nodes in the Planning Scheme. The majority of the retail floorspace will be provided to facilitate the development of a vibrant and mixed use Retail Core Area in Clonburris Urban Centre. Please refer to Section 3 for the Development Area boundaries and Section 2.13 for a summary of the allocation of retail floorspace within the Urban Centre Sub Sectors. The retail floorspace does not include non-retail commercial floor space, community facilities or civic floor space. Floorspace can generally be expressed as total gross floor area.

Table 2.5.1 | Maximum Retail Provision in each Development Area

Development Area	Gross Retail Area
Clonburris Urban Centre	16,520*
Clonburris South West	650
Clonburris North West	650
Clonburris South East	0
Clonburris North East	0
Kishoge Urban Centre	3,500**
Kishoge South West	550
Kishoge South East	650
Kishoge North West	0
Kishoge North East	0
Adamstown Extension	0
Canal Extension	0
Total	22,520

* Please refer to Section 2.13 Overall Proposals for Development for breakdown of floorspace for the Development Area into Sub Sectors. Note that the Core Retail Area in Clonburris Urban Centre is Sub Sector CUC-S1 and can accommodate a maximum of 12,920 sqm.

** Please refer to Section 2.13 Overall Proposals for Development for breakdown of floorspace for the Development Area into Sub Sectors. Note that the Core Retail Area in Kishoge Urban Centre is Sub Sector KUC-S4 and can accommodate a maximum of 2,600 sqm.

2.5.3 Clonburris Urban Centre – Core Retail Area

The Scheme provides one major retail District Centre at Clonburris Urban Centre, focused on the transport interchange at Fonthill Train Station. For the purpose of retail policy, a Core Retail Area for the Clonburris Urban Centre and Kishoge Urban centres are defined in the Function Map for the Planning Scheme (see Figure 2.5.1).

Gross floor area up to a maximum of 12,920 sqm shall be provided within Clonburris Core Retail Area. It should accommodate a minimum of one large supermarket, with supporting comparison goods floor area. Community, leisure, employment, civic and cultural uses should be provided in addition to retail. As a minimum, a District Centre must include one large supermarket and units suitable for use as individual shops and retail service outlets, such as newsagent, pharmacy, doctor’s/ dentist’s surgery, bank and/or estate agency uses. The retail units should be provided principally at ground level in the centre.

A cap of 3,500sqm net convenience sales area applies to any store in the Planning Scheme. Larger comparison and convenience shopping will be limited to 2 or 3 units, with the remaining allocated floorspace allocated to small and medium sized units. The provision of stand alone retail stores and shops which are not integrated into the urban design framework for the designated centres shall be avoided.

Retail provision should generally be provided in tandem with the provision and occupation of residential units (see the Place Making Requirements section of the Phasing Strategy). As outlined in the Clonburris SDZ Retail Study, the development of the retail provision in the District Centre requires build out of the residential units to provide available expenditure in the catchment to ensure viability. This is reflected in the phasing schedule.

2.5.4 Kishoge Urban Centre - Core Retail Area

The Kishoge Centre should function as a Level 4 Local Centre in retail terms, generally comprising a small group of shops, newsagent, small-sized supermarket/general grocery store, sub-post office and other small shops of a local nature serving the local catchment.

At a minimum, a small supermarket of c1,000 sqm net sales area must be provided. Retail provision should generally be provided in tandem with the provision and occupation of residential units (see the Place Making Requirements section of the Phasing Strategy). The provision of stand alone stores which are not integrated into the urban design framework for the designated centre should be avoided.

2.5.5 Local Nodes

The Scheme identifies 4 Local Nodes at Grange, Cappaghmore, Clonburris Little and Gallanstown to accommodate a range of local uses, including local retail provision. These nodes are permitted to accommodate a convenience store up to a maximum of c300sqm net sales area. Modest increases in building scale will be allowed at Grange, Gallanstown, Clonburris Little and Cappagh. This is to accommodate increased floorspace and to aid with local legibility by emphasising the civic and community role of these centres, which host community, retail and services functions. Please refer to Section 2.8 Built Form and Design and the individual development areas in Section 3.

2.5.6 Local Shops

Local Shops are defined in the Development Plan as convenience shops of less than 100sqm to primarily serve a local ‘walk in’ catchment in residential areas. The Planning Scheme provides for a hierarchy of retail locations and in general, it is considered that the provision of retail floorspace outside the District Centre (Clonburris), Local Centre (Kishoge) and the Local Nodes shall not be permitted, subject to exceptional circumstances.

2.5.7 Applications for Retail Development

Applications for new retail development shall accord with the requirements outlined in the Planning Scheme in addition to the following criteria:

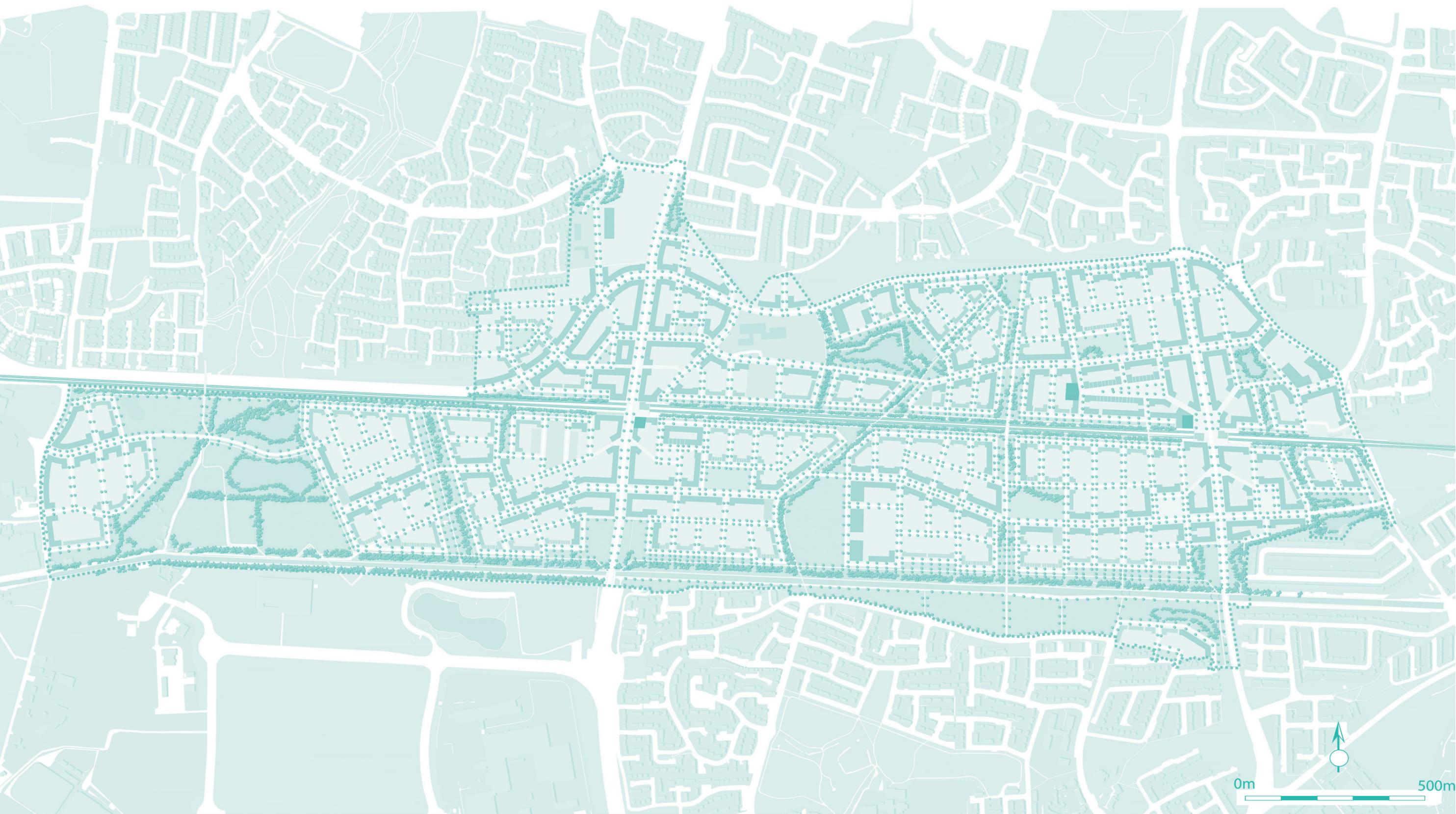
- » Retail development should be in accordance with the role and function of the retail centre and accord with the scale and type of retailing identified for that location.
- » Retail development should be in accordance with the fundamental objective to support the vitality and viability of the retail centre. Proposals to amalgamate retail units will be carefully considered.
- » Major retail proposals (exceeding 1,000 sq.metres) are required to provide a detailed Retail Impact Assessment (RIA) and Design Statement in accordance with Section 2.8 Built Form and Design.
- » Planning applications for retail development shall provide a general breakdown of retail floorspace to be provided and should have regard to the accompanying Retail Study and the indicative breakdown of floorspace into convenience, comparison and retail services.



Figure 2.5.1 | Function Map for Planning Scheme



It should accommodate a minimum of one large supermarket, with supporting comparison goods floor area. Retail services, community, leisure, employment, civic and cultural uses should be provided in addition to retail.



Section 2.6 Economic Development

Overarching Principle

To support and facilitate growth of the local economy and promote the Planning Scheme as a location for employment.



31,115m²
Employment floorspace

2.6.1 Introduction

The Planning Scheme predominantly provides for residential development across the designated lands, however, it is considered that there is significant potential for commercial and economic activities, including office, hotel, leisure and light industry. The provision of a mix of land uses to accommodate employment is in accordance with sustainable development and achieving sustainable transport. The SDZ lands are located along the Dublin-Cork rail corridor and adjacent to Grange Castle Business Park and the established populations of Lucan and Clondalkin. The advantageous strategic location of the lands and the potential to accommodate a target of 9,416 residential units provides a significant opportunity for future employment. The Planning Scheme sets out a spatial framework for enterprise and employment related development and supports economic development across a range of sectors.

Key Principles

- » To support the local economy and promote Clonburris and Kishoge as a location for employment and enterprise floorspace;
- » To support and facilitate the provision of additional strategic infrastructure to enhance the attractiveness of the SDZ lands as a location for economic development;
- » To promote enterprise and employment related development at locations in the Planning Scheme that are proximate to and integrated with transportation and other urban land uses, to promote compact urban development and sustainable transport;
- » To ensure that employment floorspace and enterprise units are designed to the highest architectural and landscaping standards and that natural site features, such as watercourses, trees and hedgerows are retained and enhanced as an integral part of the scheme;
- » To support and facilitate the provision of an enterprise centre and incubation hubs in accordance with actions identified by the Local Enterprise Office, through the Local Economic and Community Plan or by other enterprise support initiatives;
- » To provide for a range of employment accommodation types, including units suitable for small business; and
- » To support the development of tourism infrastructure, attractions, activities and facilities at appropriate locations subject to sensitive design and environmental safeguards.

2.6.2 Location of the Employment Floorspace within the Scheme

Predominantly, the employment floorspace will be provided to facilitate the development of a vibrant and mixed use centre at the new Clonburris Urban Centre. The distribution of the employment floorspace in the Scheme shall be related to the accessibility offered by public transport across the lands. The main commercial areas are focused primarily around Fonthill Train Station and to a lesser extent Kishoge Train Station.

The total employment floorspace provision for the Planning Scheme is informed by a Clonburris SDZ Employment Floor Area Demand Study (February 2017). This study can be read as a separate accompanying document to the Planning Scheme.

The Planning Scheme shall accommodate a range of 30,000 sqm – 40,000 sqm of non-retail commercial floorspace. Table 2.6.1 provides a minimum allocation of the floorspace for each Development Area to provide for the low end of the range. Additional floorspace exceeding the minimum allocation to achieve a maximum of 40,000 sqm in the Planning Scheme can be developed in the Clonburris Urban Centre or Kishoge Urban Centre. Provision of additional small scale employment floorspace in the Local Nodes will also be considered.

Table 2.6.1 | Allocation to Development Areas

Development Area	Minimum Employment Floorspace (Gross Floor Area –sqm)
Clonburris Urban Centre	18,515
Clonburris South West	200
Clonburris North West	200
Clonburris South East	0
Clonburris North East	0
Kishoge Urban Centre	11,800
Kishoge South West	200
Kishoge South East	200
Kishoge North West	0
Kishoge North East	0
Adamstown Extension	0
Canal Extension	0
Total	31,115 sqm

Note: In certain circumstances, additional floorspace can be developed at Kishoge South West as a substitute for residential units, subject to satisfying criteria in Section 2.1.3.

2.6.3 Employment Floorspace

The following types of commercial development are the target sector for the employment floorspace outlined in the Planning Scheme:

- » Office and business premises for local employers in financial, professional services, insurance, legal services, property services, software and service start-up;
- » Small flexible business premises; and
- » Support services to the industries located in the technological crescent zone from Citywest to Grangecastle Castle Business Park.

The employment floorspace should be provided in the form of 10,000sqm – 20,000 sqm of flexible floorspace to cater for small and medium sized expanding businesses and the balance to be provided for in buildings of a larger floor plate. As a minimum, 10% of the employment floorspace provided in the Urban Centres shall be in the form of small-medium sized units/ incubation units of between 100 – 300sq.m.

Additionally, the Planning Scheme supports enterprise / training floorspace to facilitate the development of a range of employment and enterprise opportunities in Clonburris. Any enterprise/training space should take the form of a purpose built facility located at Kishoge or Clonburris. The purpose of the enterprise/training facilities is to provide office, training, incubation and workshop accommodation backed up by support, catering for local business start-ups. Furthermore, the Planning Scheme supports the role of the Local Enterprise Office in facilitating business within the SDZ.

Commercial uses such as hotels, hostels, bed and breakfast, funeral homes, public houses, nursing homes, garden centres, conference centres and healthcare facilities etc are generally permitted in principle in the Urban Centres and will form part of meeting the minimum employment floorspace in the Planning Scheme. Other uses will be considered on a case by case basis having regard to the projected employment, employment per sq. metre, the nature of the use and compliance with the Planning Scheme.



2.6.4 Design and Land Use Mix

The provision of employment floorspace within the scheme will generally be as part of mixed use development. Typically, residential use will be located above other uses where vertical mix is proposed. Please refer to Section 2.4.2 Urban Centres for further details.

2.6.5 Home Working

Small scale home based economic activity offers flexibility to self employed persons and employees. This can contribute to a decrease in the demand for travel and reduce the costs associated with starting a business. The Planning Scheme supports and encourages the provision of ground floor purpose built live-work units as part of mixed use and residential developments in appropriate locations, as a means of enlivening streets and to provide flexible accommodation for small businesses. Any additional floorspace associated with home working shall be additional to the employment floorspace range of 30,000 sqm – 40,000 sqm total for the Planning Scheme.

Additionally, the Planning Scheme will support and facilitate the adaption of constructed units to accommodate home based economic activity that is subordinate to the main residential use of a dwelling and where, by virtue of their nature, location and scale, they can be accommodated without adversely impacting on the amenities of the area. Proposals will be assessed with respect to:

- » the suitability of the residential site to accommodate the proposed home based economic activity;
- » having regard to the size and scale of the site and dwelling;
- » the prevailing density of the area;
- » the availability of adequate safe car parking; and
- » the general compatibility of the nature of the use in the site context.



Section 2.7 Community Facilities and Public Services

Overarching Principle

To facilitate the balanced provision of community facilities and services for the residents of Clonburriss to promote health and wellbeing, social inclusion and quality of life.

2.7.1 Introduction

This section of the Planning Scheme provides for the provision of childcare facilities, education/schools, community buildings, healthcare facilities and civic uses. In providing community floor space e.g. Community Centre(s), Health Care, Childcare and schools, South Dublin Council shall take the lead role and ensure that the facilities are delivered on schedule to meet the needs of residents, secure finance, where necessary, in anticipation of contributions from Developers and or Government Departments.

Key Principles

- » To facilitate and promote the provision of high quality clusters of community facilities and public services to meet the needs of the community. These facilities and services should include community centres, health and primary care services, childcare, schools, sports and leisure facilities, places of worship, community policing, social welfare and community employment supports and open spaces to create multi-purpose community hubs;
- » To ensure that community facilities and services are provided on a phased basis in tandem with the provision of new residential development;
- » To predominantly direct healthcare facilities, childcare facilities and community buildings into the urban centres and to locations that are accessible by public transport, walking and cycling; and
- » To implement a priority location principle for community facilities, based on the catchment scale for the proposal, the urban hierarchy of the Planning Scheme, the accessibility of the site and a sequential test in relation to site availability.

Social Inclusion and Accessibility

This Planning Scheme has been prepared with social inclusion as an underpinning overarching consideration with an emphasis on creating socially and physically inclusive neighbourhoods. Additionally, the Planning Scheme promotes the highest levels of universal accessibility in the design of all community facilities.

2.7.2 Community Buildings

As a general preferred outcome, community facilities will predominantly be located within the main urban centres and local nodes in the Planning Scheme. Facilities with a district wide function such as a civic centre/libraries will be located within the Clonburriss Urban Centre Retail Core area. Community facilities such as community centres, local community/youth activity floor space and places of worship will be supported in the Urban Centres, encouraging user participation and a locally based community focus.

For other locations, a priority location policy will be implemented. Accordingly, the suitability of a location for community buildings will be assessed having regard to the target catchment size for the proposal, the urban centre hierarchy of the Planning Scheme, the accessibility of the site and the availability of alternative sites and floorspace. Facilities that have a more local catchment such as primary schools and small scale community facilities can be located within local nodes.

Table 2.7.1 outlines the minimum provision of medium to large scale community buildings in the Planning Scheme.

2.7.3 Other Community Facilities

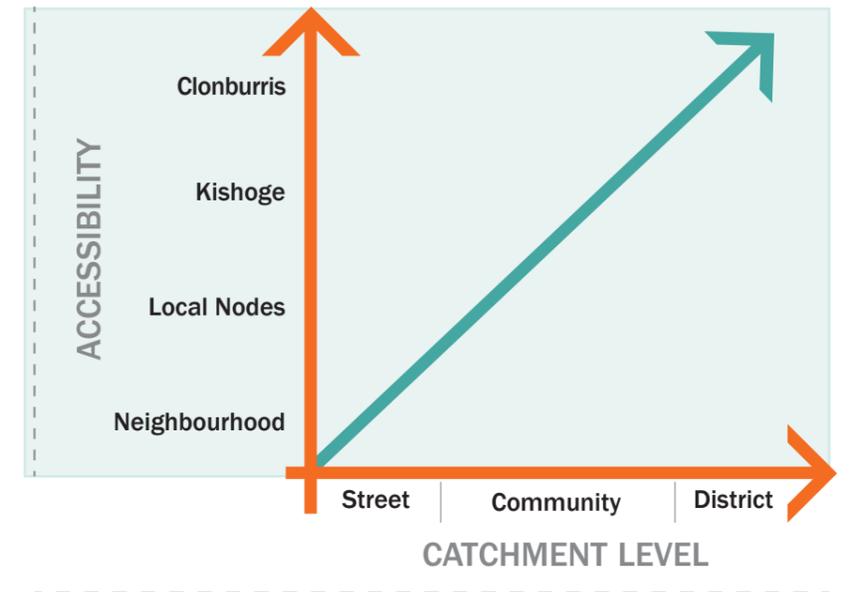
This section relates to land uses such as health centres, childcare, Garda Station, Fire Station, places of worship and library. Park based facilities are deemed amenities including playgrounds, outdoor gym equipment, playing pitches, and allotments and provision is included in Section 2.10 (Landscape & Open Space) of the Planning Scheme. There are a network of suitable locations in the Scheme to accommodate the diverse and changing community facilities, namely Clonburriss Urban Centre, Kishoge Urban Centre and 4 Local Nodes at Clonburriss Little, Cappagh, Grange and Gallanstown. These locations should accommodate a range of small-scale non-residential uses such as childcare facilities, community facilities, individual or small groups of local shops and/or local bus stops consistent with the urban form of the Planning Scheme. The priority location principle shall apply for all community facilities with site suitability assessed based on the catchment scale for the proposal, the urban centre hierarchy of the Planning Scheme, the accessibility of the site and the availability of alternative, more suitable sites.



Table 2.7.1 | Minimum Provision of Medium to Large Scale Community Buildings

Hub Type	Provision	Location Criteria
Urban Hub	<p>This Hub is located in the Urban Centre at Clonburris and should be the location for intensive community uses that do not require extensive outdoor space.</p> <p>A minimum of a 2,500 sqm building(s) with a multi-functional use, including a minimum of 600 sqm of dedicated community space shall be provided.</p> <p>The building(s) may provide for uses such as civic, community offices, health centre, nurseries and creches.</p>	<p>Community uses in the urban hub should be clustered with other uses and form part of the Clonburris Retail Core. The Planning Scheme identifies the Urban Hub location as a significant opportunity to develop a local landmark building.</p>
Park Hubs (District Level at Clonburris Little and 3 no. smaller park hubs at Grange, Cappagh and Gallanstown.)	<p>Park Hubs are designated to correspond to the local nodes at Grange, Clonburris Little, Cappagh and Gallanstown and are located adjacent to open space provision. The Park Hub designation facilitates complementary floorspace required for the adjacent park such as changing rooms, meeting rooms etc.</p> <p>A district level provision of recreation facilities shall be located adjacent to Barony Park South as part of the Clonburris Little Local Node.</p> <p>This facility may be shared with schools and should accommodate meeting rooms, sports hall, changing rooms, playground & flexible community space in a purpose built building(s) of a minimum gross floor space of 1,500 sqm.</p>	<p>The Park Hubs shall be located adjacent to the Barony Park South, Barony Park North, Griffeen Valley Park and Grand Canal Park at Clonburris Little, Gallanstown, Grange and Cappagh local nodes.</p>

Figure 2.7.1 | Priority Location Policy



Childcare

The Planning Scheme seeks to facilitate the sustainable development of good quality and accessible early childhood care (early years and general childcare both home based and centre based) and education infrastructure. It is considered that a requirement for pro-rata childcare provision will not necessarily meet the needs of an evolving population or ensure sufficient flexibility in the longer-term and that market factors and government policy will have a greater role.

The Scheme requires an approach to early childhood care that combines area based and market led provision. The Scheme requires a minimum of one purpose built facility in the Clonburris Urban Centre and one purpose built facility in Kishoge Urban Centre. The minimum requirements for childcare spaces across the lands shall be in accordance with Table 2.7.2. The phasing requires the developer to demonstrate available provision is provided in the catchment. The Scheme will also support proposals for early childhood care and education use within employment floorspace, community buildings such as community centres and schools.

The Scheme supports the co-location of purpose built childcare facilities with primary schools and supports the provision of purpose built childcare facilities adjacent to existing or planned primary schools. Early childhood care in residential units should only be provided at an appropriate scale to complement purpose built facilities and are subject to appropriate safeguards. Childcare facilities should be within walking and cycling distance of educational, community facilities and employment locations.

Table 2.7.2 | Childcare Infrastructure Minimum Capacity

Area	Childcare Places (full day care)
Clonburris Urban Centre	200
Kishoge Urban Centre	100
Total in Scheme	900





Health Services

Healthcare provision encompasses a range of services, from small scale medical surgeries to district level facilities. The Planning Scheme recognises the importance of the provision of healthcare services in Clonburris in tandem with population and supports the Health Service Executive (HSE) and other agencies in the provision of appropriate healthcare facilities, including the provision of community based primary care facilities. Large medical centres and group practices will be favourably considered and accommodated in Clonburris Urban Centre and Kishoge Urban Centre.

The phasing for the Scheme requires the provision of a primary health care centre. The centre should facilitate teams of multidisciplinary professionals (i.e. GPs, nurses, therapists, home care services, social workers) to serve the needs of the population.

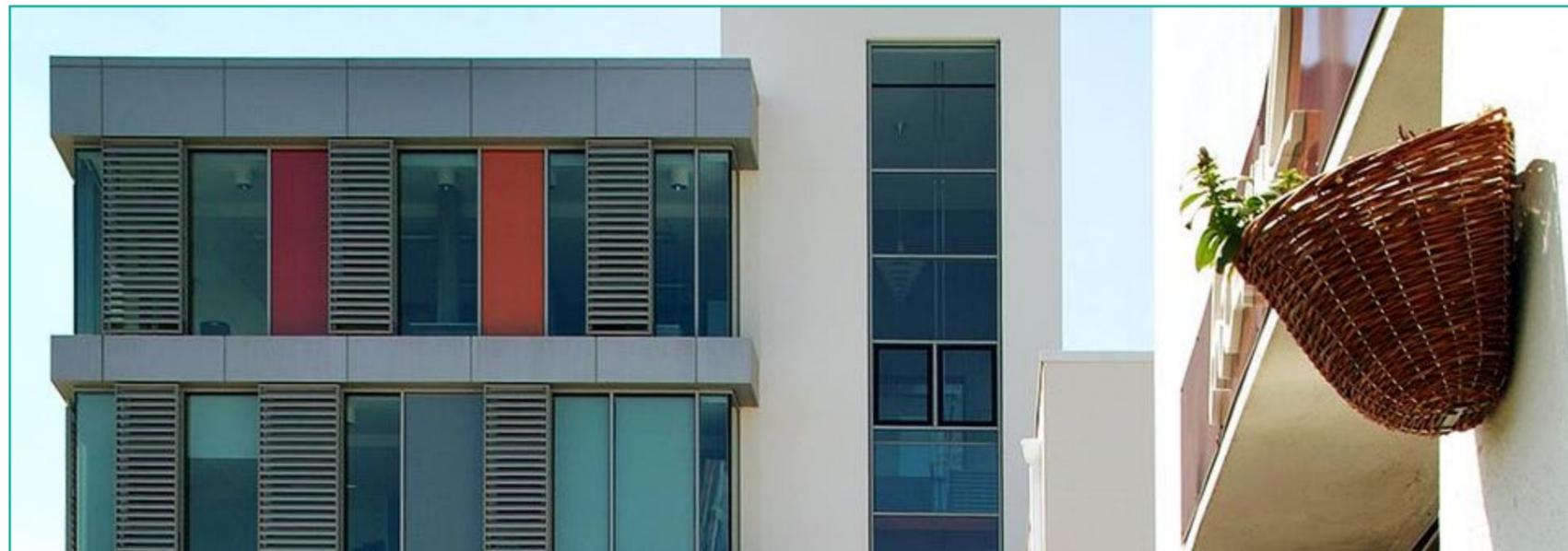
Small scale medical surgeries/practices (doctor/dentist/physiotherapist etc) are also supported in the Planning Scheme, subject to compliance with the urban hierarchy and priority location principles. Provision of small scale medical surgeries in residential areas are open for consideration. Any such proposal will be required to demonstrate a spatial rationale for the provision of such services in the context of the availability of alternative sites and floorspace, the location of schools and employment, public transport services and other healthcare facilities.

Place of Worship

The Scheme recognises the importance of places of worship and multi-faith centres in meeting the diverse religious and cultural needs of the community including the Ahmadiyya Muslim Association. Given the potential noise and traffic impacts associated with the use of a building as a place of public worship or religious instruction, places of worship and associated uses require suitable locations. The Scheme supports and facilitates the development of places of worship and multi-faith facilities at Clonburris Urban Centre, Kishoge Urban Centre and at other suitable locations where they do not adversely impact on residential amenities and comply with the Planning Scheme. The priority location principle shall apply to places of worship with site suitability assessed based on the catchment scale for the proposal, the urban centre hierarchy of the Planning Scheme, the accessibility of the site and the availability and feasibility of alternative, more suitable sites.



The phasing for the Scheme requires the provision of a primary health care centre. The centre should facilitate teams of multidisciplinary professionals (i.e. GPs, nurses, therapists, home care services, social workers) to serve the needs of the population.



2.7.4 Fire Station

Fire Stations are generally located on a regional scale. In South Dublin County, the primary fire station is located at Belgard Road, Tallaght, approximately 3.5km from the SDZ lands. It is noted that the Adamstown SDZ Planning Scheme has identified a possible site for a Fire Station. Given the nature and scale of development proposed in Clonburris, provision has been made to reserve a site for a fire station. Following consultation with the Dublin Fire Brigade, the preferred site is identified adjacent to the Fonthill road and Thomas Omer Way adjacent to Clonburris Urban Centre (as identified in Figure 2.1.3). At the implementation stage, if South Dublin County Council (as the Development Agency) is advised in writing that a formal determination has been made by the Dublin Fire Brigade that the site is not required for a fire station, the site may then be developed for community uses in accordance with the guidance set out for the Clonburris North West Development Area.

South Dublin County Council will continue to co-operate with and support Dublin City Council and Dublin Fire Brigade in the development of a Fire Station at Clonburris

2.7.5 Garda Station

Provision is made for such Garda Station in the Clonburris SDZ as may be necessary, the said site to be used as an alternative community facility in the event that it is not required by An Garda Síochána. In the event of An Garda Síochána identifying the need for the provision of a Garda Station at Clonburris, the station can be accommodated within the Kishoge or Clonburris Urban Centres.

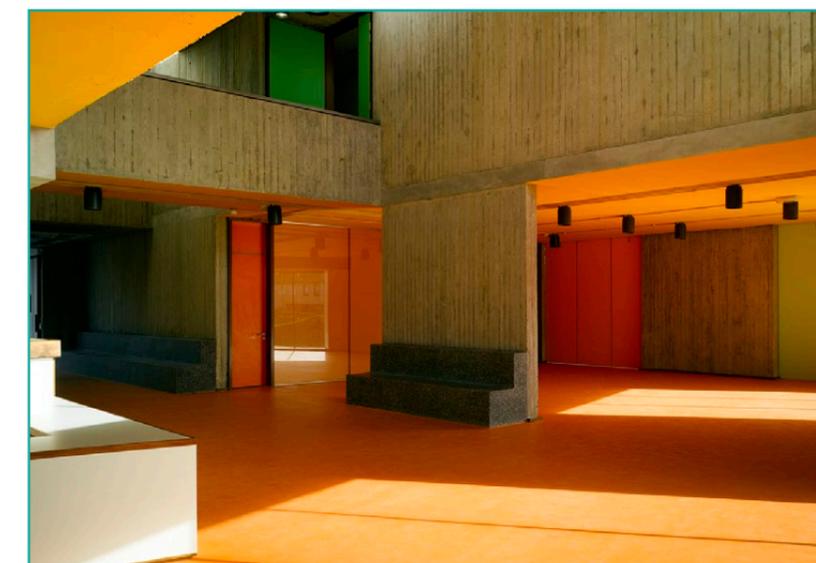
2.7.6 Schools and Third Level Education

The Department of Education and Skills is responsible for the delivery of educational facilities and services. South Dublin County Council works with the Department of Education and Skills, under a nationally agreed Memorandum of Understanding (MoU), to proactively identify and acquire sites for new primary and post-primary schools and to support the Department's Schools Building Programme. The Department of Education and Skills and South Dublin County Council will work under the MoU in relation to the identification and acquisition of school sites in Clonburris.

The Department has identified a need for 3 new primary schools and 3 new post primary schools within the development of the Planning Scheme and to complement the existing schools on the SDZ lands. The sites are incorporated into the land use concept and transportation assessment of the Planning Scheme. Approximately 72% of residents in the Planning Scheme will be located within 500m of a school. The demographic of the emerging population in Clonburris will be monitored by the Department of Education and Skills on an ongoing basis and it is possible that further educational requirements may arise over the lifetime of the Planning Scheme. In general, planning permission for temporary school structures will only be considered where plans for permanent construction are demonstrated or permitted. The delivery of the school sites to the Department in tandem with the planning and construction of residential units is a phasing requirement of the Scheme (See also Section 4.0 Phasing). All schools constructed within the development to include drop off/pick up zones on or immediately adjacent to the school grounds to ensure minimum traffic congestion. The Planning Scheme supports the implementation of measures in the NTA 'Toolkit for School Travel'.

Schools should be located adjacent to open space of sufficient size to allow for the participation in multiple sports and other physical recreation, with access available out of hours for community use.

The Scheme facilitates and supports the development of new third level and higher-level facilities in the SDZ, including the development of outreach services and competencies in innovation. Third level and higher level facilities will be favourably considered and accommodated in Clonburris Urban Centre and Kishoge Urban Centre.



Section 2.8 Built Form and Design

Overarching Principle

To ensure that development across the SDZ lands is carried out in a design led manner that prioritises place making and accords with the core principles of urban design and the creation of integrated streets.



2.8.1 Introduction

The primarily greenfield nature of the SDZ lands at Clonburr presents an opportunity to create a coherent framework of streets, buildings, parks and spaces. This requires guidance in relation to buildings, development blocks and street design.

This Planning Scheme provides guidance in relation to Built Form and Design in order to further detail the urban structure for the SDZ Lands in a manner that will help create an integrated urban district comprising well-designed Development Areas. This builds upon the provisions of this Planning Scheme in relation to (inter alia) movement, land use, density and green infrastructure by setting out key parameters in relation to design, block size, block form, street frontage, topography, urban grain, building heights, street design and parking etc.

Key Principles

- » To ensure that development is designed in accordance with best practice and promotes identity and diversity between Development Areas;
- » To ensure that development is laid out in a series of blocks and plots that are legible, permeable and human in scale with appropriate topography responses, building heights, street widths, urban grain and street frontages; and
- » To design streets using a more integrated approach to pedestrian, cyclist and vehicular movement and ensure that the movement function of each street is reflected by an appropriate design response and design speed.

To ensure that development is designed in accordance with best practice and promotes identity and diversity between Development Areas.

2.8.2 Design Criteria

To aid in a coherent approach to the design of development across the SDZ lands, the external finishes of structures and the general appearance and design of development shall accord with the design led criteria set out under the:

- » *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas* (2009);
- » *Retail Planning Guidelines for Planning Authorities* (2012); and
- » The design manuals that accompany the above documents.

Streets and junctions shall be designed in accordance with:

- » *DMURS* (2013);
- » *The National Cycle Manual* (2011); and
- » *The Guidelines for Setting and Managing Speed Limits in Ireland* (2015).

The Urban Design Compendium (English Partnerships, 2000) should also be referenced in relation to the design of other aspects of development.

Design Statements

To ensure coherency and quality in design, all medium to large scale development proposals on the SDZ lands (Landmark Buildings, 10 dwellings or more in the case of residential development or development of over 1,000 sq.m in the case of employment or retail/retail services development) shall be accompanied by a Design Statement that:

- » Demonstrates compliance with this SDZ Planning Scheme including its various requirements that relate to (inter alia) green infrastructure, blue infrastructure, movement, transport, land use, density (see Section 2.1.5 – Residential Density), built form and design;
- » Includes a masterplan that demonstrates proposed and future integration with the development of surrounding sites and Development Areas including vehicular, pedestrian, cycle and public transport connections;
- » Demonstrates compliance with the 12 design criteria contained within the Urban Design Manual A Best Practice Guide (2009) in the case of residential development;
- » Demonstrates a range of dwelling sizes to support a variety of household sizes and dwelling types;
- » Demonstrates compliance with the 10 design criteria contained within the Retail Design Manual (2012) in the case of retail development;
- » Includes street cross sections and plans that demonstrate compliance with DMURS (2013) in terms of ‘Movement, Place and Speed’, ‘Streetscape’, ‘Pedestrian and Cyclist Environment’ and ‘Carriageway Conditions’ etc.;
- » Includes a Quality Audit addressing street design as outlined under DMURS (2013);
- » Includes cross sections that demonstrates appropriate design responses to existing and proposed site levels including those that relate to streets, spaces, building frontages, services and SUDS;
- » Is accompanied by a detailed Landscape Plan that is consistent with the Parks and Landscape Strategy for the SDZ lands (see Section 2.10 – Landscape and Open Space) and specifies and illustrates the proposed treatment of streets and spaces including parking, street furniture, lighting (street and dedicated pedestrian/cycle routes), planting, surface treatment and children’s play facilities; and
- » Includes details in relation to the identification and incorporation of any features and structures of architectural merit and/or any sites and features of archaeological interest. Where practicable, the design of a development should be informed by its relationship with archaeological or architectural features located either within or outside the SDZ Lands such as the Clondalkin Round Tower.

Within the context of the above, permission should only be granted for development on the SDZ lands where its design is of good quality and would not result in a sub-standard environment.

External Finishes and Appearance

To aid in place making and way-finding, careful consideration should be paid to materials and design to ensure that each development makes a positive contribution to its locality and Development Area. Building finishes shall be durable and of a high quality and should adhere to the principles of sustainability and energy efficiency. Traditional materials such as stone, brick, timber, metal and glass should be utilised throughout the SDZ lands together with traditional weather resistant renders where appropriate such as sand-cement, lime and pebble dash. Consideration should be given, where possible, to reusing and recycling materials to promote the circular economy and reduce construction and demolition waste.

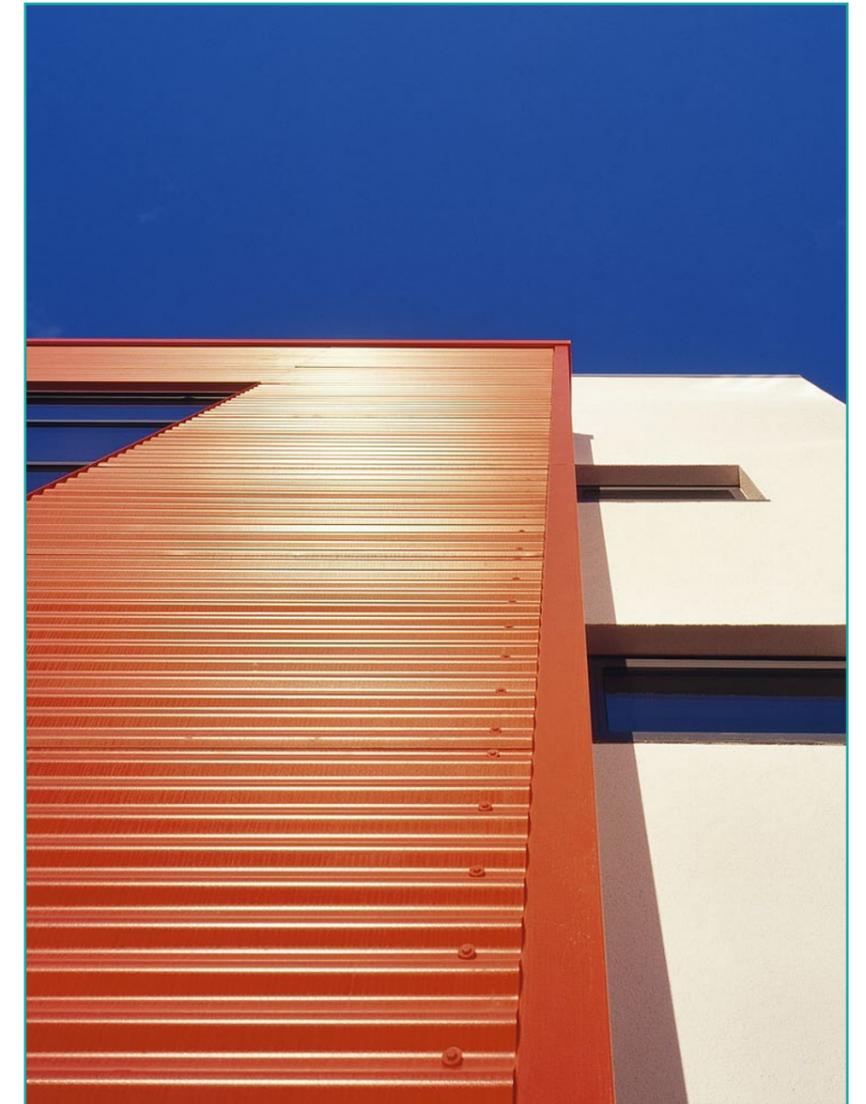
To promote a tangible identity within each Development Area, consistency in finishes and detailing including those that relate to buildings, streets and spaces is promoted. Diversity in finishes and detailing will be encouraged between Development Areas in order to emphasise identity. Materials such as limestone, granite and native Irish hardwood species should be especially considered to connect a scheme including its buildings, streets and spaces to its place and tradition.

Architectural diversity and a vibrant mix of finishes, colour and detailing is promoted in the Clonburris and Kishoge Urban Centres particularly in the case of Landmark and Local Landmark Buildings (see Section 2.8.6). Individual architectural design approaches by different design practices are therefore promoted in both designated urban centres together with innovation of design and construction.

In regards to the general appearance and design of residential buildings, all such development shall also comply with the Positive Indicators outlined under the *Urban Design Manual A Best Practise Guide* (2009) particularly those that relate to ‘Context’, ‘Distinctiveness’, ‘Public Realm’ and ‘Detailed Design’. All Retail development shall also be designed to comply with the Key Principles set out under the *Retail Design Manual* (2012) particularly those that relate to ‘Design Quality’, ‘Context and Character’, ‘Public Realm’ and ‘Built Form’.

All proposals for signage (advertisement, corporate and public information) shall be designed in accordance with the criteria set out under the County Development Plan. Proposals for residential extension within the SDZ Lands shall be designed in accordance with the *South Dublin County Council House Extension Design Guide* (2010).

The *Urban Design Compendium* (English Partnerships, 2000) should also be referenced in relation to design parameters for other development typologies.



2.8.3 Block Size and Form

Development across the SDZ lands shall be shaped and defined by the street network prescribed under the Movement and Transport section of this Planning Scheme (Section 2.2) and shall be divided into a series of blocks that present strong building frontages to surrounding streets especially at corners.

Block Form

Buildings shall be laid out in perimeter blocks across the SDZ lands. Such blocks shall be used to enclose private and semi-private open spaces and, depending on the context and demonstration of need larger blocks or irregular sized blocks may contain small scale mews development, homezones or an element of private parking (see Section 2.8.10 - Design of Parking and Loading).

All perimeter blocks shall be designed according to the following principles:

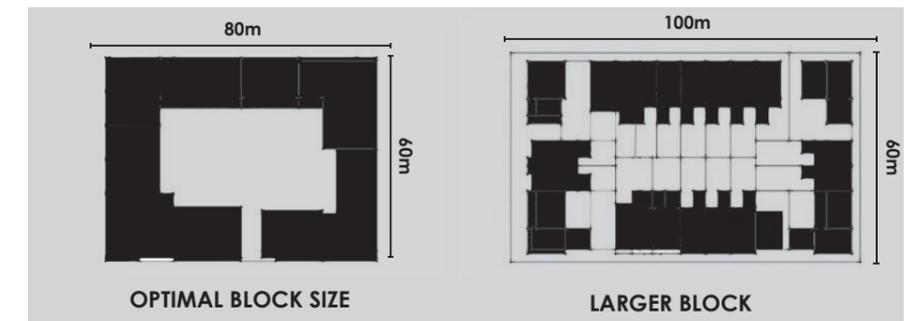
- » Building massing to the perimeter of the block;
- » Building frontage to all sides, including the shorter sides (secondary street frontage) of the block;
- » Proper design and attention to corners, avoiding dead or windowless gables;
- » A continuity of building frontage, which relates to the local or urban context, and avoidance of blank walls;
- » An appropriate scale of buildings to provide the appropriate level of enclosure of the streets and spaces;
- » Adequate back-to-back distances within the block;
- » Appropriate building set-backs from the street in line with the use of ground floors;
- » Adequate arrangements for car parking and access around, within or below the block; and
- » Carefully considered subdivision of the block into plots where fine urban grain or mixed use is proposed.

Block Size

In order to encourage pedestrian permeability and ensure that streets and blocks are dimensioned to reflect their function and setting, reduced block lengths shall be utilised across the SDZ lands.

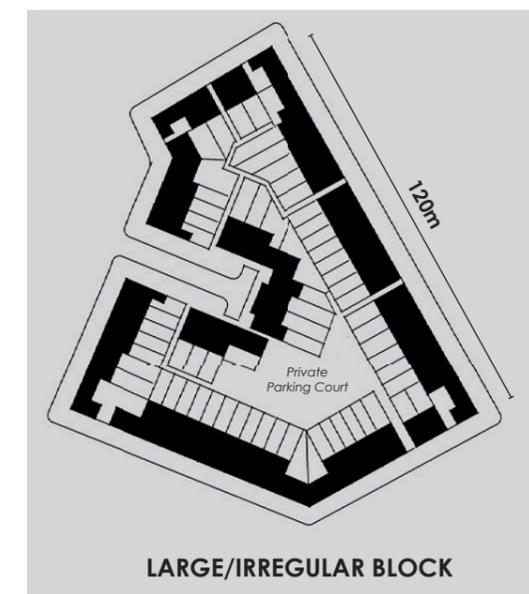
Block sizes in the Clonburriss and Kishoge Urban Centres should have dimensions of approximately 60 to 80 metres and shall be no more than 100 metres in length/depth. Block dimensions in the Development Areas that are contiguous to both urban centres should be no more than 100 metres. Blocks within Development Areas that are beyond the edge of both centres (Adamstown Extension and Canal Extension) shall not exceed 120 metres. Larger or irregular blocks of up to 120 metres should be broken up using mid-block penetration with short cul-de-sac/mews development to serve a small number of dwellings.

Figure 2.8.2 | Optimal and Larger Block Sizes



Source: DMURS

Figure 2.8.3 | Large/Irregular Block with Mid-Block Penetration



Source: DMURS

Figure 2.8.1 Example Perimeter Blocks Containing Private and Semi-Private Open Space



2.8.4 Topography, Street Interface and Urban Grain

Topography

All Development shall respond sensitively to level differences particularly in those areas of the SDZ Lands where levels change significantly either side of existing strategic roads. Development should therefore be laid out and designed in a manner that circumvents the need for retaining walls and blank frontages.

Gradients on all Link Streets and Local Streets should be as gradual as possible with a gradient of between 1 in 33 (or 3%) and 1 in 20 (or 5%) targeted. In pedestrian streets and the urban squares a gradient change of between 1 in 33 (or 3%) shall be targeted and all surfaces should be smooth and continuous with a gentle slope while avoiding, where possible, steps in level. In some areas level changes will need to be carefully regraded. In other areas basement car-parking, services or storage can be provided to raise building ground floor levels to the finished street or space level. This should be carried out akin to that illustrated in Figure 2.8.4.

Building entrances must be level with the adjoining footpath or public space. Excessive level differences will not be permitted between the ground floor of buildings and the footpath. Buildings along streets and spaces with a sloping gradient shall step incrementally with the gradient change and the utilisation of a finer urban grain should be considered to help achieve this.



Figure 2.8.4 | Section of Example Response to Site Levels

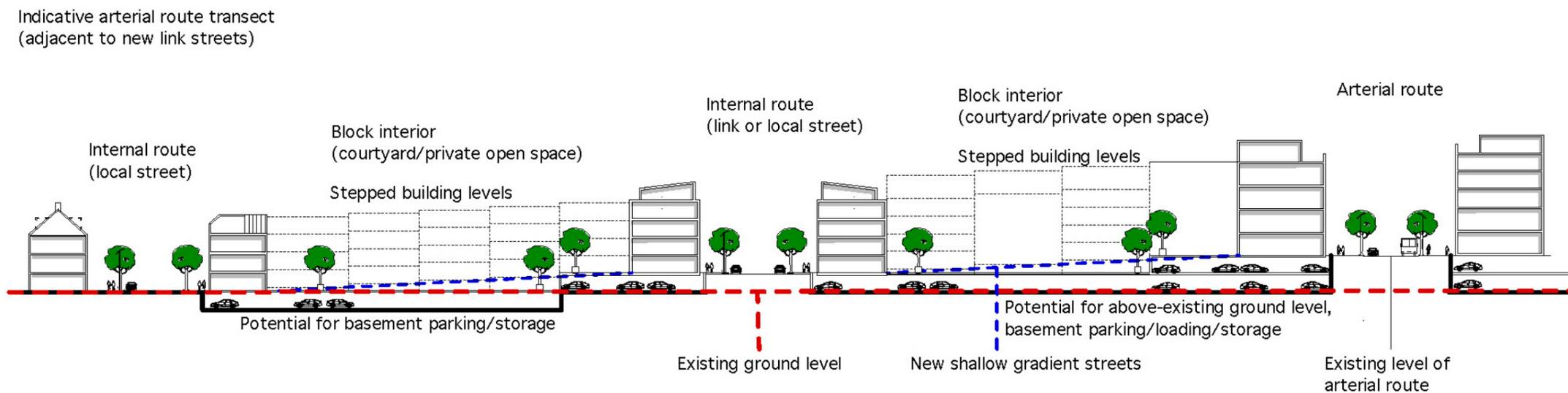
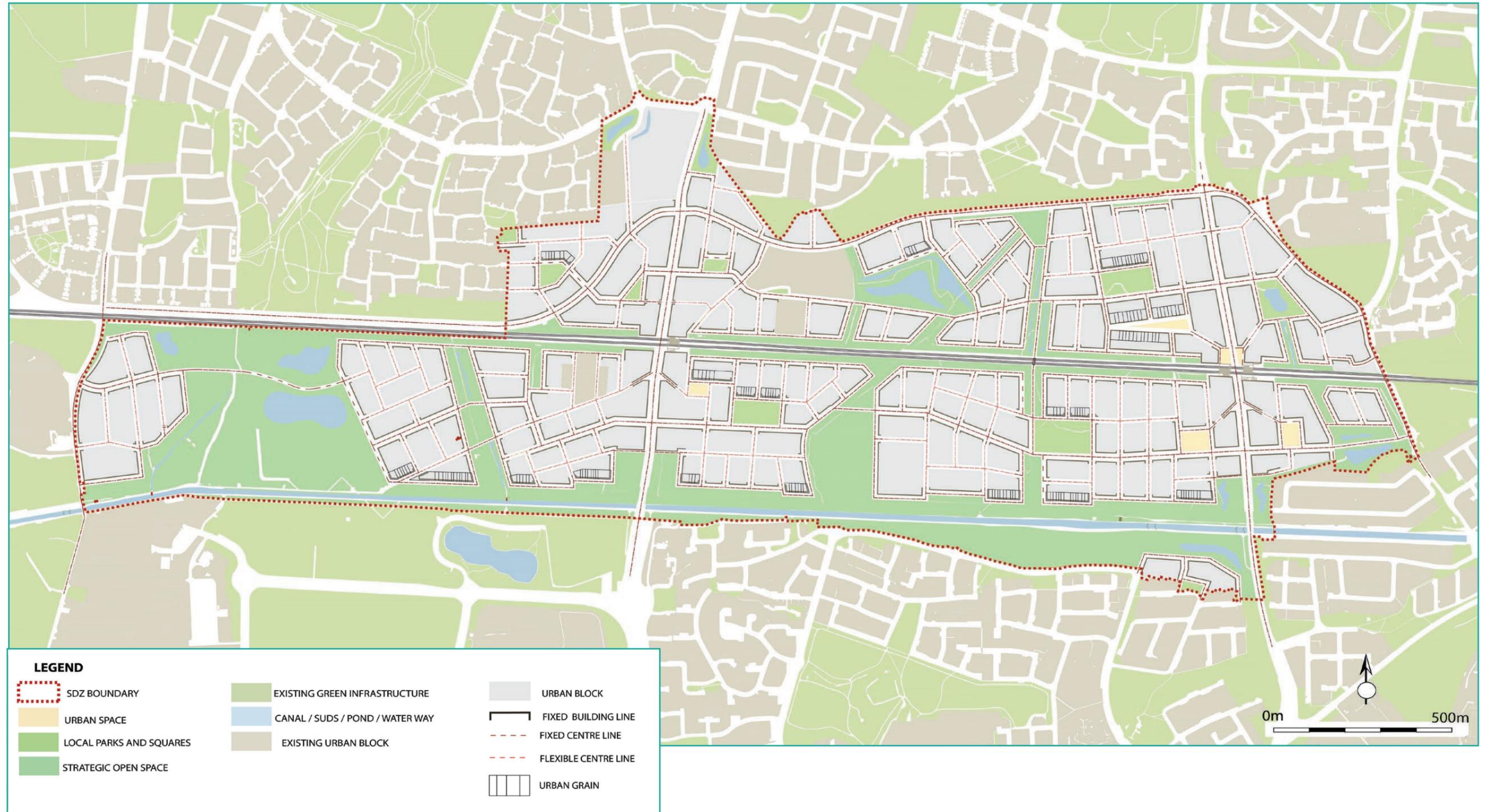


Figure 2.8.5 | Building Centre Line and Urban Grain



Urban Grain and Façade Treatment

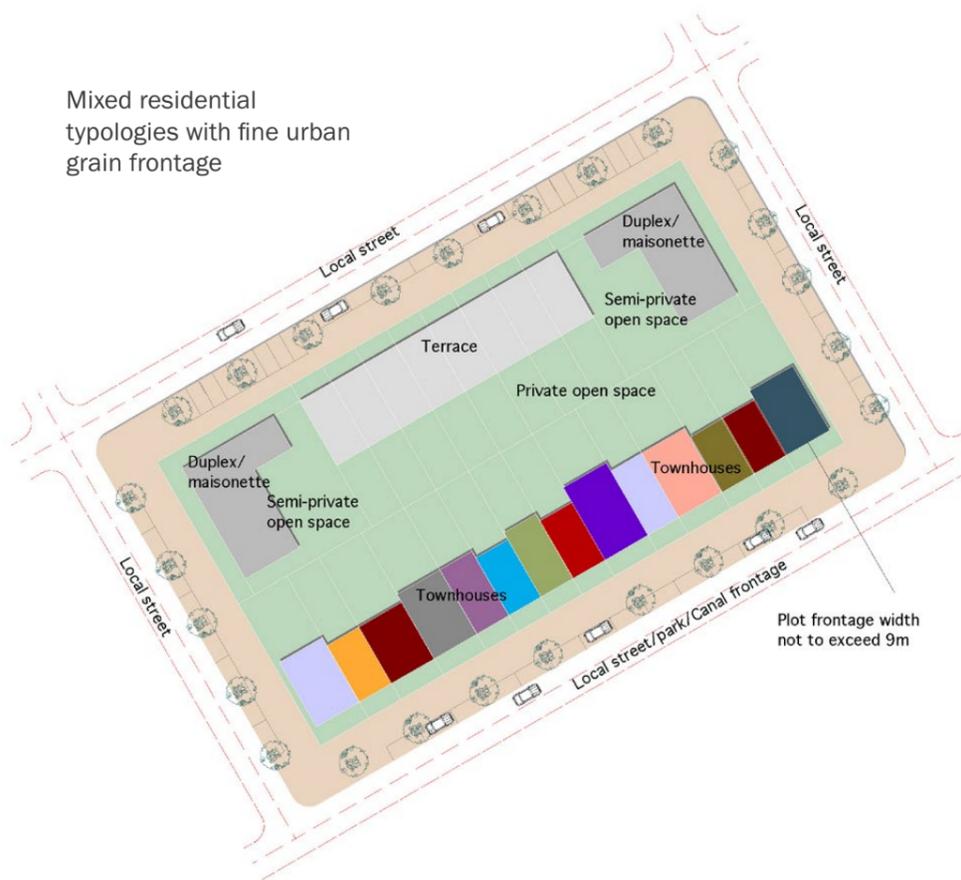
Plot widths should vary across the SDZ lands with a finer urban grain along selected park, canal and urban space frontages (see Fig. 2.8.5).

Plot widths for houses and duplexes across the SDZ lands should generally be between 5 metres and 9 metres particularly along residential streets with canal and park frontages, which shall be developed with terraces of houses/townhouses or duplexes subdivided into plots of no more than 9 metres (see Fig. 2.8.6). Each plot along canal and park frontages shall be capable of development independently of other buildings/plots within the block with own door access to dwellings. Further details in relation to urban grain along urban spaces are set out under Section 2.4 (Urban Centres).

In areas where coarser urban grain is proposed such as the urban centres (with the exception of urban spaces), designers will be required to clearly express the ground floor, main façade, a strong parapet and roof form. Individual blocks should express distinctive building design. Plots should be vertically articulated into bays with good shopfront design and division with the use of different materials and colours. Building entrances should be designed as a key element of the facade, which may also be expressed vertically in the main façade.

Balconies should also be incorporated in residential development in coarser grain areas to improve the expression of the facade and the interface with the street. The treatment of ground floor corners must also be carefully considered in such areas in terms of design and interface. Corners also provide an opportunity for architectural design features such as projecting features and zero setbacks at upper floors.

Figure 2.8.6 | Example Urban Grain along Selected Park & Canal Frontages



Street Interface

All streets and spaces shall benefit from passive surveillance especially at street corners. In the mixed use areas of the Kishoge and Clonburris Urban Centres, active street edges shall be provided and the dominant building typology in the retail cores should comprise apartments or office based space over retail, service, commercial, community or civic uses.

In other areas of both urban centres, office based buildings and residential buildings may be developed separately within the urban block. In such cases, apartment schemes should seek to minimise the use of shared entrances, where possible, in favour of own door access at street level. Any ground floor apartment or duplex/maisonette units shall incorporate own door access directly onto the street.

The main entrances to buildings should be from the main street or space. In general, these frontages should be frequent and a similar approach should be taken in relation to residential development along Local Streets. Distances between entrances should not exceed those set out in Table 2.8.1 (see Section 2.4 for further detail in relation to Urban Centres and Figure 2.8.7 for retail frontages).

Table 2.8.1 | Maximum Distances between Entrances

Place	Maximum Distance
Urban Centres - Primary and Secondary Retail Frontages	10 metres
Urban Centres - Other Frontages	15 metres
Local Streets - Residential	9 metres

Figure 2.8.7 | Primary and Secondary Retail Frontages Reference Map



Building Setback

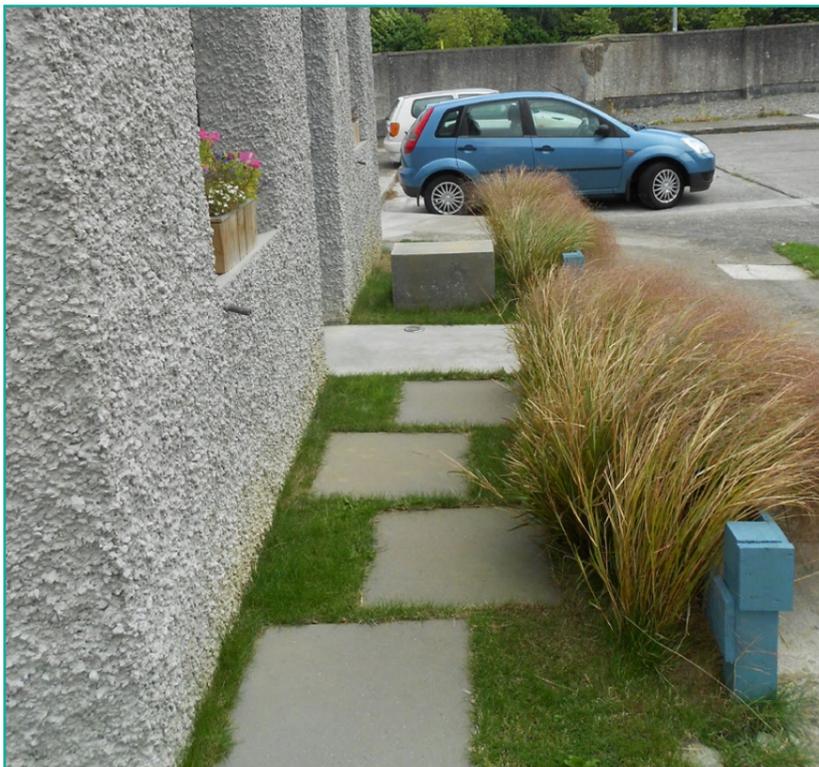
Development across the SDZ lands should present strong building frontages close to street edges. Setbacks from the street edge should therefore be minimised and on-street parking should be incorporated in line with the requirements of DMURS (2013), the street typologies illustrated under this Planning Scheme (Section 2.2 – Transport & Movement) and the requirements set out under Section 2.8.10 in relation to the design of parking and loading.

Where dwellings front the street edge, privacy strips/short gardens that range from 1 to 3 metres in depth should be considered particularly along Local Streets (see Fig. 2.8.8 for example), Link Streets and within Urban Centres. In curtilage parking should only be utilised along Local Streets in low density areas with front garden/driveway depths minimised to retain the required building height to street width ratios (see Section 2.8.6).

Buildings should not be set back from the street or space where commercial uses are proposed at ground floor particularly along primary and secondary retail frontages in both urban centres.

Measures to reduce noise and air pollution along wider streets such as Arterial and Link Streets shall be incorporated in line with those recommended by DMURS (2013) in order to counteract reduced building setbacks.

Figure 2.8.8 | Example of Shallow Privacy Strip to Front of House on Local Street.



2.8.5 Street and Junction Design

The Movement and Transport section of this Planning Scheme (Section 2.2) prescribes the street hierarchy for the SDZ lands and the function for each street typology. Streets including junctions shall be designed from the outset according to their function and as places that balance the needs of users. Junctions shall also perform a number of functions including the safe movement of pedestrians and cyclists while catering for vehicular movement.

Development proposals shall identify the movement function of each street, which shall be reflected by an appropriate design speed and series of design measures. This should be communicated via a Design Statement as prescribed under Section 2.8.2. Such Design Statements shall also be accompanied by a Quality Audit as prescribed under DMURS (2013).

In order to calm vehicular traffic and promote pedestrian and cyclist activity and safety together with self-regulating integrated streets and junctions, a series of design measures in line with the *National Cycle Manual* (2011) and DMURS (2013) shall be incorporated including those that relate to 'Movement', 'Place and Speed', 'Streetscape', 'Pedestrian and Cyclist Environment', and 'Carriageway Conditions'.

Such measures shall include closer proximity of buildings, narrow carriageways, wide footpaths, carefully considered cycle lanes/tracks, reduced visibility splays, on-street parking, tighter corner radii, shared surfaces, frequent and carefully considered crossing points and horizontal and vertical elements (see Figure 2.8.9). These measures shall be fully incorporated to negate the need for retrofitted traffic calming measures. Horizontal and vertical measures shall also be utilised at transition zones between Development Areas and gateway locations along Link Streets and Arterial Streets at the edges of the SDZ lands.

Existing junctions including roundabout junctions along Arterial Streets within and along the edges of the SDZ lands shall be upgraded to signalised traffic junctions in accordance with the Movement and Transport requirements (Section 2.2) of this Planning Scheme and the Transport Assessment/Strategy that accompanies this Planning Scheme. Signalised junctions shall be designed along Arterial and Link Streets for safe and convenient pedestrian and cyclist movement. Toucan crossings designed in accordance with DMURS (2013) shall also be incorporated where strategic and local pedestrian and cycle routes intersect with such higher order streets.

Local streets designated as Home Zones/Intimate Local Streets shall incorporate carriageways and junctions designed for shared use by pedestrians, cyclists and motorised vehicles. Non-vehicular junctions associated with such Homezones shall be designed for filtered permeability (pedestrian and cyclist movement only) (see Figure 2.2.7). Such junctions shall prevent through vehicular traffic movement by incorporating appropriate design measures such as street furniture, horizontal and/or vertical measures and landscaping that avoids the use of barriers such as bollards. The use of boundary walls and railings that prevent clear sightlines and passive surveillance through filtered junctions shall also be avoided.

Pedestrianised streets and spaces designated within and around the Kishoge and Clonburris Urban Centres shall also be designed to fully segregate pedestrians from motor vehicular movement.

2.8.6 Building Heights and Street Widths

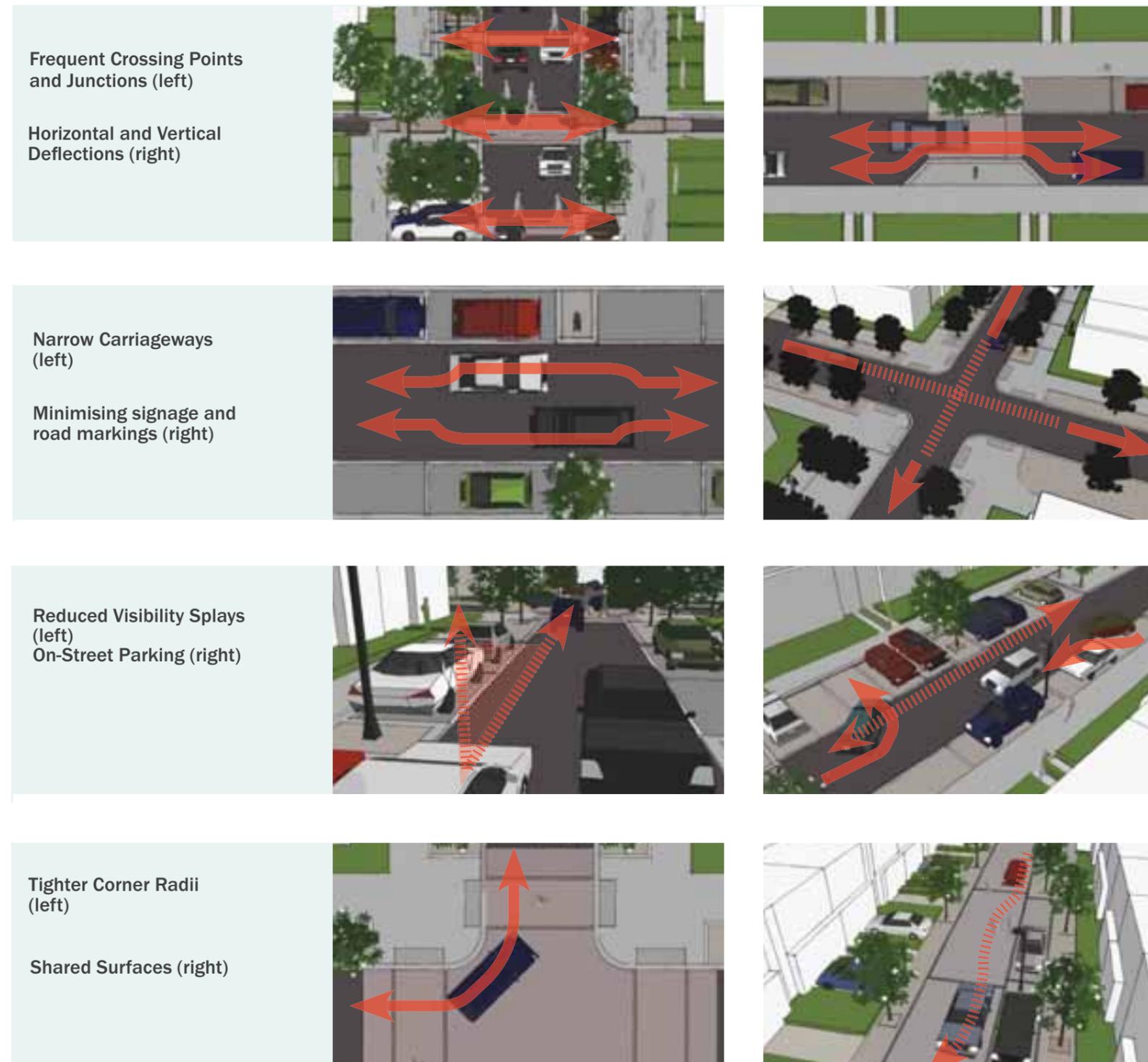
General

In order to promote place making, urban legibility and visual diversity, varied building heights are supported across the SDZ lands. Appropriate building height to street width ratios shall be incorporated across the SDZ lands in a manner that promotes and maintains a sense of enclosure along streetscapes. This shall be carried out in accordance with the requirements of DMURS (2013), the example street cross sections contained in Section 2.2 (Movement & Transport), the general building heights outlined in Figure 2.8.10 and the detailed requirements set out under Section 3.0 (Development Areas).

Building heights have been designated under this Planning Scheme in a manner that recognises the importance of place making and also reflects other aspects of this scheme including density and urban structure requirements such as the primacy of Urban Centres, Link Streets and Arterial Streets. Designated building heights along Arterial and Link Streets have been determined by street width and proximity to the urban centres. Lower building heights are therefore required along Local Streets to provide a more intimate scale with the exception of park frontages where a modest increase in scale shall be utilised to provide adequate enclosure.

To ensure that building heights respect the surrounding context, new developments immediately adjoining existing one and two storey housing shall incorporate a gradual change in building height with no significant marked increase in close proximity to existing low-rise housing.

Figure 2.8.9 | Suggested Measures for the Design of Integrated Streets



Source: Adamstown Street Design Guide (2010)

Roofscapes

A variety of roofscapes are encouraged to contribute to the architectural and visual diversity of the SDZ Lands and the quality of streets and spaces. An additional set-back floor above the maximum permissible storey height will be considered where it is shown to make a positive contribution to the streetscape via a Design Statement and where there are no adverse effects on amenity, such as an unacceptable loss of daylight or sunlight.

The Planning Schemes promotes southerly orientation of roofscapes to maximise the potential for solar technology installations on roofscapes within the SDZ. To mitigate the risk of flooding the Planning Scheme promotes the use of Green Roof measures in accordance with Section 2.9.5 (Surface Water Drainage and Sustainable Urban Drainage Systems).

Landmark Buildings

In the interest of place making and improving legibility, Local Landmark Buildings and Landmark Buildings are permissible at key locations that will punctuate both urban centres and designated local nodes (see Figs. 2.8.11 & 2.8.12 for examples).

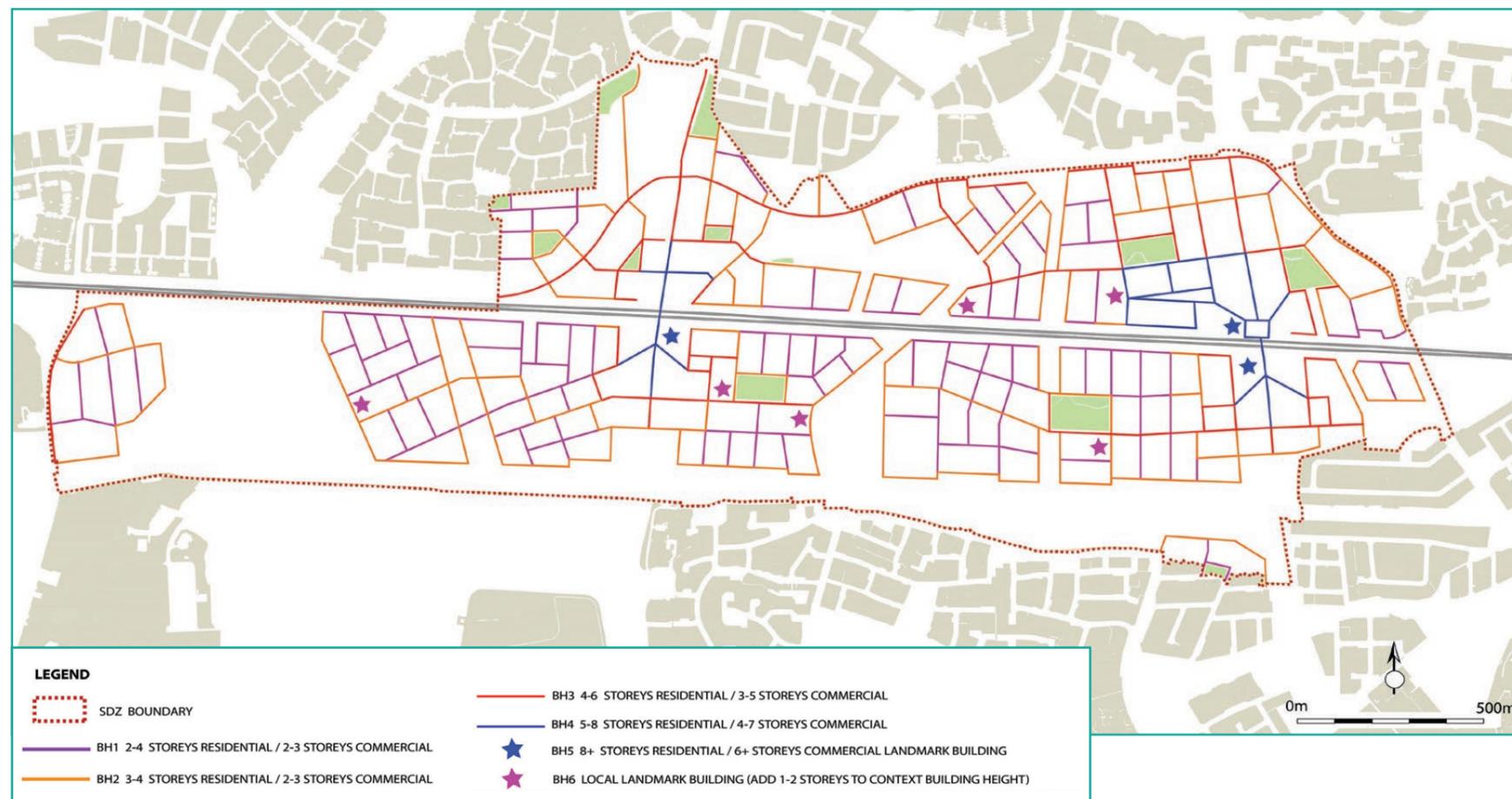
Buildings that exceed the prescribed general buildings heights shall only be provided at these designated landmark locations (see Fig. 2.8.10). An additional 1-2 storeys is permissible for Local Landmark Buildings and 6+ storeys (in the case of commercial buildings) to 8+ storeys (in the case of residential buildings) are permissible for Landmark Buildings, subject to a maximum height of 42 metres (above street level) in the case of the Clonburris Landmark Building and 34 metres (above street level) in the case of the Kishoge Landmark Building.

Landmark buildings shall be vertically proportioned as towers. Building design as opposed to building height is the key determinant in producing an acceptable Landmark Building and such buildings should be subject to architectural design competition prior to planning application.

Landmark Buildings should therefore be designed in a manner that is distinctive from surrounding buildings both in terms of architectural treatment and use of materials. To further emphasise their place-making function, Landmark Buildings shall incorporate high quality public realm treatment in terms of surrounding street planting, furniture, lighting and materials etc.

The design of such buildings shall therefore be based on a coherent design concept that is clearly communicated via a Design Statement and Landscape Plan. In addition to the above and the requirement of Section 2.8.2, Design Statements for Landmark Buildings shall also analyse and illustrate the impact of the proposed development in relation to its immediate and wider context including views/vistas within and beyond the SDZ lands and in terms of sunlight and daylight effects.

Figure 2.8.10 Building Height Strategy



2.8.7 Privacy and Overlooking

Section 10 of the Urban Design Manual (2009) addresses issues in relation to privacy and overlooking. A separation distance of 22 metres should generally be provided between directly opposing above ground floor windows to maintain privacy between residential schemes. The urban blocks outlined under this Planning Scheme (see Section 3 - Development Areas) have been designed to allow for adequate back-to-back distances between buildings. Reduced distances will be considered in respect of higher density schemes or where innovative design solutions are used to maintain a high standard of privacy.

2.8.8 Sunlight and Daylight

This Planning Scheme provides the broad framework where daylight and sunlight requirements can be met through appropriate block layout and building design. Adherence to the prescribed street proportions and building heights will help ensure that appropriate daylight and sunlight are achieved. On pedestrian streets with closer building front-to-front dimensions, designers will be required to provide all residential development in a dual aspect typology.

2.8.9 Energy Efficiency & Resilience

The energy efficiency and renewable energy requirements for the construction of new homes and non-residential buildings are primarily addressed in the current Building Regulations Part L (2008 and 2011). Further to these provisions, the accompanying *Clonburris Energy Masterplan* (2017) appraises a range of options for energy provision (energy efficiency, heating, cooling and electricity etc.) in relation to reaching Nearly Zero Energy Buildings (NZEB) standards and includes a viability and economic analysis.

Section 2.9 (Services, Infrastructure and Energy Framework) of this Planning Scheme also sets out measures in relation to optimising water management and waste management while mitigating the effects of flooding and climate change.

Figure 2.8.11 Example of Corner Building with Additional Storey at Local Node



Figure 2.8.12 Example of Landmark Building with Distinctive and Coherent Architectural Treatment



Section 2.9 together with the Clonburris Energy Masterplan should therefore be referenced in relation to ensuring that development adheres to the principles of sustainable development, Green Building and meeting NZEB standards into the future.

Further to the *Clonburris Surface Water Strategy (2017)* that accompanies this Planning Scheme, blue and green roofs will be required for all large scale development proposals in the Clonburris and Kishoge Urban Centres (10 dwellings or more in the case of residential development or development of over 1,000 sq.m in the case of employment or retail development).

2.8.10 Design of Parking and Loading

Car Parking

Parking shall not dominate streetscapes and should be carefully considered as part of the overall public realm in terms of layout, surface treatment and landscaping (see Section 2.2.6 for parking standards). External parking should primarily be provided on-street in accordance with the recommendations of DMURS (2013).

All on-street parking shall be broken up, landscaped and designed according to street typology in line with the measures set out under DMURS (2013), the example street typologies contained within Section 2.2 of this Planning Scheme and, where provided adjacent to cycle paths/lanes, the National Cycle Manual (2011).

To ensure that it does not dominate streetscapes, on-street parking shall be broken up into a series of bays separated by planted build outs. The number of parking spaces per bay should generally be limited to three parallel spaces (including loading areas) and six perpendicular spaces.

Supplementary parking in the form of basement, semi-basement, or courtyard parking will generally be required in medium to higher density areas (50 – 80 dwellings per hectare) unless it can be demonstrated (via a car parking strategy, MMP, workforce travel plan and/or the consideration of reduced parking rates) that parking can be accommodated on-street in accordance with design parameters.

On-street parking along mixed use and higher density streets including both urban centres, particularly where the majority of parking is supplementary, should primarily serve visitors only. A mixture of on-street parking for visitors and residents should be provided in all other areas and where paid on street parking is provided the said parking scheme will mirror those currently operating in the South Dublin County Council area and existing bye laws.

A range of less formal or alternative parking arrangements may be used along Local Streets where densities range between 40 – 50 dwellings per hectare. This may include a mixture of on-street and in-curtilage parking, however, no more than 60% of residential parking spaces shall be provided as in-curtilage parking spaces in any Development Area. Parking within Home Zones/Intimate Local Streets shall be on-street.

Large areas of surface parking will not be permitted within the SDZ Lands. Parking courts should therefore be restricted in size to no more than 40 spaces and should also be well landscaped and subject to a landscape plan.

A Park and Ride facility with associated disabled, bus, taxi and cycle parking facilities has been built at the Clondalkin-Fonthill Railway Station and a similar facility has been permitted at the Kishoge Railway Station under the Kildare Route Project Railway Order. In the interest of the vitality and viability of both urban centres and place making, both Park and Ride facilities may be incorporated into mixed use building forms.

Any multi-storey communal and semi-basement car parking within the SDZ lands should be enclosed by active uses and shielded from the public realm or placed over active uses and designed to make a positive contribution to the public realm. Basement car parks that protrude above the ground level as a street interface will generally not be acceptable.

Loading

Loading and servicing facilities should be provided through a combination of on-street bays and in-curtilage docks designed in accordance with DMURS (2013). On-street loading bays should be spread along and immediately adjacent to all retail and commercial streets and balanced with on-street parking. These bays should be time limited, so that they revert to on-street parking bays or pedestrian paths/pedestrian priority areas outside of delivery hours. Loading docks should be provided within all major retail anchors.

To mitigate the impact of loading docks on the street environment, loading docks should be:

- » Accessible from Link Streets;
- » Integrated with entrances to car parks;
- » No greater than 4 metres in width;
- » Designed for in-curtilage turning movements so that all larger vehicles enter and exit in a forward motion.



Figure 2.8.13 | Planting and Surface Finish along Local Street/Homezone



2.8.11 Street Planting, Furniture and Materials

Further to the requirements of Section 2.8.2, a detailed Landscape Plan that specifies and illustrates proposed treatment of all streets and spaces including (inter alia) street furniture, lighting (streets and dedicated pedestrian/cycle routes), planting and surface treatment shall be submitted with all medium to large scale development proposals on the SDZ lands.

Street Planting

Street trees should be considered as an integral part of the street environment in accordance with *DMURS* (2013) with the size of species selected proportionate to the width of the street. Larger species should therefore be planted along Arterial and Link Streets and smaller species along Local Streets (see Fig. 2.8.13 for example).

Streets should be generously planted at frequent intervals to soften the impact of parking and strong building frontages at intervals of 14 – 20 metres. Street trees should be planted in areas such as medians, verges and build outs. Street trees should also be augmented by planting within privacy strips along residential streets. In the interest of biodiversity and place making, reduced spacing between street trees should be considered where appropriate and achievable.

In order to mitigate against noise and air pollution, double and triple planting of trees in medians and verges shall be incorporated along wide and busy streets such as Arterial and Link Streets.

Materials and Finishes

In line with the recommendations of *DMURS* (2013), a hierarchical approach to the application of materials and finishes should be taken in relation to the design of streets. The palette of finishes and materials should therefore be altered according to street hierarchy and importance of place.

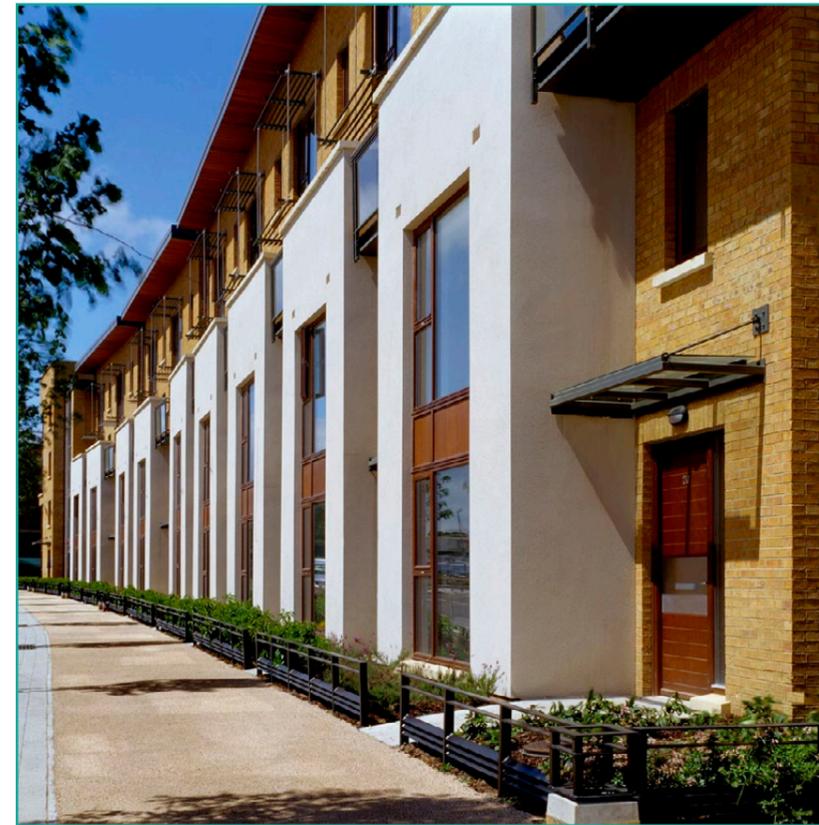
More robust and higher quality materials such as natural stone (see Fig 2.8.14 for example), concrete block paving or imprinted asphalt should be used within both Urban Centres. Robust surfaces and/or changes in colour should also be used at gateways into the SDZ lands and transitional zones between Development Areas.

The use of standard materials such as macadam/asphalt should be confined to the carriageways of streets with moderate design speeds such as Link and Arterial Streets. Where lower design speeds are desirable along Local Streets and within urban centres, changes in the colour and/or texture of the carriageway should be used.

For shared surface streets such as homezones, material and finishes such as paving or imprinted materials should be used to slow traffic and indicate that the carriageway is an extension of the pedestrian domain. Similar finishes shall also be utilised for pedestrianised streets.



Figure 2.8.14 | High Quality Natural Stone Paviers to Main Link Street/Shopping Avenue



Street Furniture

Landscape Plans shall seek to limit clutter. The provision of street furniture such as public art, lighting, bollards, seating and cycle parking must therefore be considered as part of the overall design of the street and should be considered as part of a wider strategy.

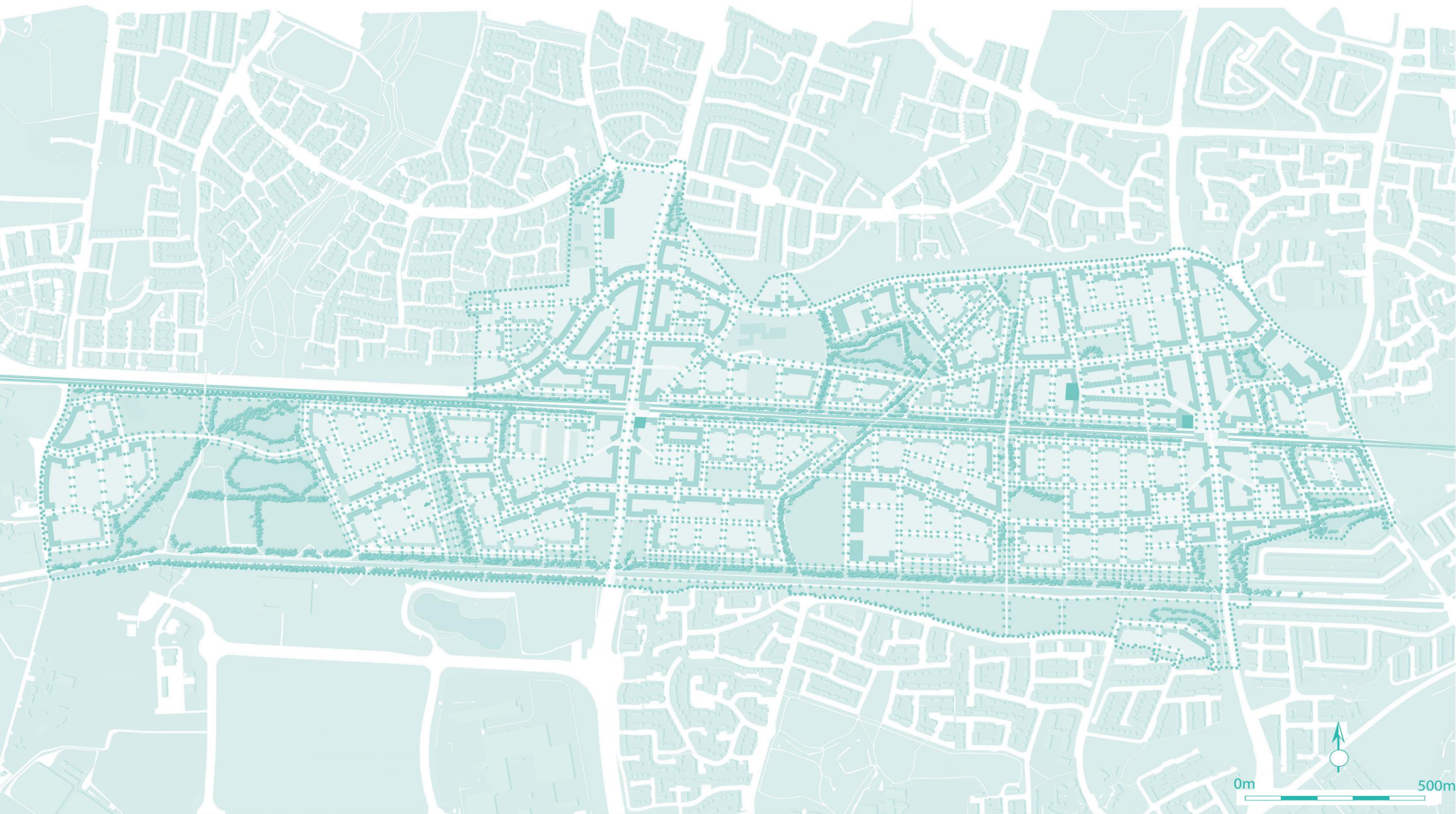
Street furniture should be placed within a designated zone such as a verge and items should be selected from a limited palette that promotes visual cohesion. Further details in relation to street furniture including the design of good quality street lighting is provided in DMURS (2013).

2.8.12 Boundary Treatment

Further to the requirements of Section 2.8.4 (Topography, Street Frontage and Urban Grain) of this Planning Scheme, boundary treatment to front gardens and privacy strips for residential schemes should be unobtrusive and should allow for good passive surveillance. Such boundary treatment may comprise low planting, low masonry walls, low timber fencing or low metal railings with heights of no more than 1.2 metres.

Rear boundaries between gardens should be demarcated appropriately and robustly with maximum heights of 2 metres. Timber fencing is promoted between rear gardens with the exception of those that interface with the public realm (streets and public spaces) where boundary treatment shall comprise appropriately rendered masonry walls with a minimum height of 1.8 metres and maximum height of 2 metres.

Rear boundaries to communal gardens/spaces should also be demarcated through appropriate hedging or fencing. The use of masonry walls as boundaries to these spaces is generally not promoted.



Section 2.9 Services, Infrastructure and Energy Framework

Overarching Principles:

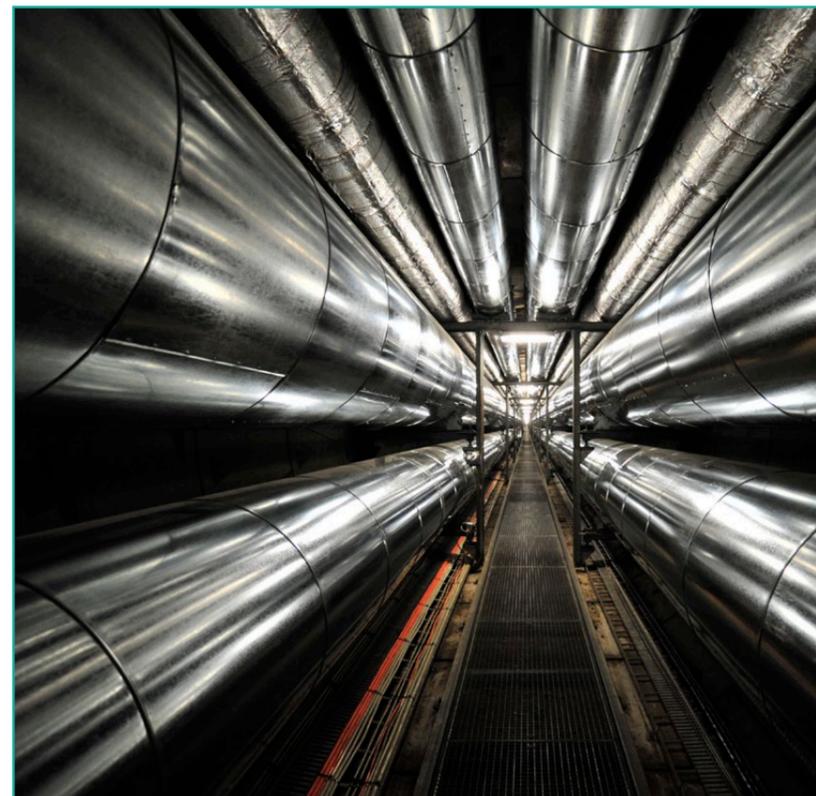
To prioritise the delivery of high quality services, utilities infrastructure, and sustainable urban surface water drainage.

To pioneer the development of energy networks at the Clonburris and Kishoge urban centres, and explore potential for other low carbon energy opportunities at Clonburris.



2.9.1 Introduction

This framework sets out the key provisions for services, infrastructure and low carbon energy opportunities at Clonburris. A range of on-site and off-site requirements and interventions are identified, to support the delivery and phased implementation of the Planning Scheme. The design and distribution of the proposed services, infrastructure and energy technologies reflect the land use mix and density, built form, street hierarchy and public space layout. Given the significance of the services and infrastructure to the development of Clonburris, early provision of strategic elements will be sought, which will cross cut different Development Areas, streets and spaces. As the SDZ advances into the future, the proposed services and infrastructure will connect into this strategic system on a neighbourhood, street and block basis. The energy opportunities at Clonburris are broad ranging and reflect a strategic approach to addressing climate change mitigation at the local level, with the ultimate aim of reducing energy costs and lowering greenhouse gas emissions.



Key Principles

The infrastructure, services and energy framework is based on a number of key principles:

- » To set out a comprehensive evidence based approach to services, infrastructure and energy requirements and opportunities at Clonburris;
- » To ensure that infrastructure and services optimise connection to existing on site water main, foul and surface water pipe networks and resources and to ensure that sufficient water pressure is maintained at all times through the provision of pumps;
- » To ensure that water conservation is built into the infrastructure through the provision of intelligent systems
- » To co-ordinate the delivery of infrastructure into key routes and corridors and the sharing of trenches to common infrastructure, to optimise road space, and to minimise potential impacts on the public realm arising from ongoing maintenance works;
- » To mitigate the risk of flooding promoting the installation of Green Roofs in all apartment buildings, by integrating a comprehensive and high quality Sustainable Urban Drainage System (SUDS) into the design of new developments and maximising opportunities to incorporate rainwater attenuation measures into public realm, parks and open spaces;
- » To promote demand management and sustainable supply systems for all services;
- » To actively promote a range of low carbon/zero carbon and renewable energy opportunities at Clonburris, particularly solar PV, and demonstrate leadership in their development and realisation, from strategic site options to individual block level technologies, in accordance with the recommendations of the Clonburris Energy Masterplan;
- » To enable connection and high quality use of telecommunications infrastructure by a range of parties, promoting Clonburris as a connected place;
- » To provide for gas infrastructure requirements in partnership with energy providers and other stakeholders should no cost effective and lower carbon energy source be available at the time of any sector being developed;
- » To maximise best practice for waste minimisation, reuse and recycling during demolition, excavation, construction and occupation of development; and
- » To explore the use of pneumatic waste collection system for new developments, in particular higher density development areas at Clonburris and Kishoge.
- » To provide for district heating infrastructure requirements in partnership with energy providers and other stakeholders.

2.9.2 Water Supply

The Water Services Strategic Plan (WSSP) by Irish Water sets out the strategic objectives for the delivery of water services in Ireland up to 2040. SDCC is charged with managing and maintaining aspects of water supply and foul drainage networks at the local level, through a Service Level Agreement with Irish Water.

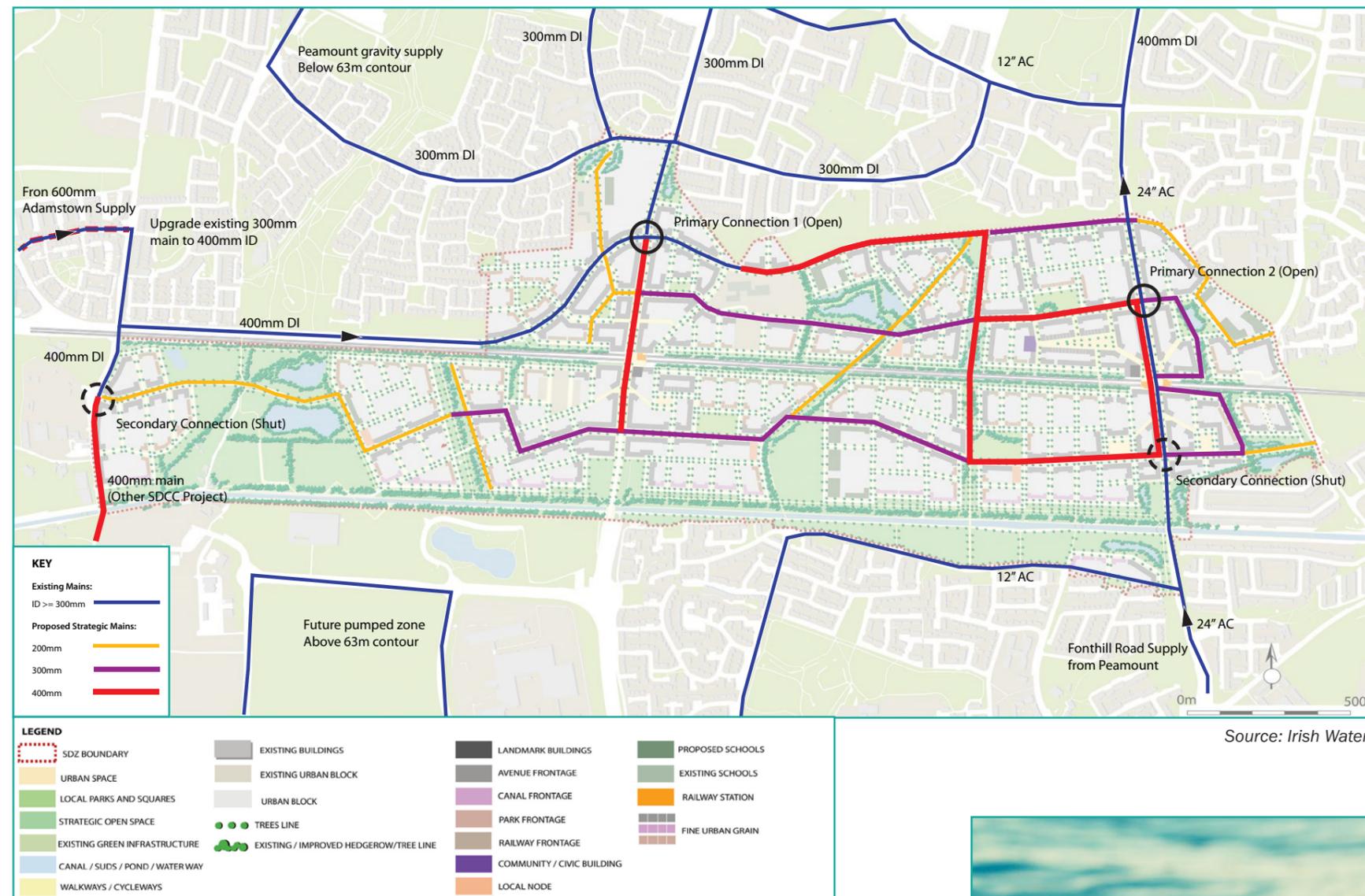
With regard to existing watermain infrastructure on the SDZ lands, there is a 400mm watermain that runs along Adamstown Avenue which turns north and runs along the Grange Castle Road. A 600mm watermain runs the length of the Fonthill Road through the entire SDZ lands. A 100mm watermain traverses the central portion of the SDZ lands from north-east to south-west servicing Kishoge Community College, Traveller accommodation and other private residences on the SDZ lands. A 100mm watermain serves Lucan East Educate Together National School to the north of the site and a 160mm watermain serves the northern section of Hayden’s Lane, located adjacent to the western boundary of the SDZ lands.

Irish Water confirms that there is generally sufficient capacity in the public water services networks in the vicinity of the SDZ site to connect developer provided water services infrastructure serving the SDZ lands to the Irish Water networks (subject to the signing of a connection agreement with Irish Water). The projected population of Clonburriss SDZ has been taken into account in Irish Water’s long term planning for water services capacity in the Greater Dublin Area. A number of major infrastructure projects are being progressed to provide long term capacity to service projected demand into the future through Irish Water’s multi annual Investment Programmes.

Water infrastructure development within the SDZ must align with Irish Water’s Strategic Network Development Plans for the SDZ (refer to Figure 2.9.1 Indicative Strategic Water Development Plans. Note that these are subject to change based on finalisation of proposed finished ground levels etc). Prior to the commencement of any development within the SDZ, landowners/developers shall prepare detailed water services plans for the SDZ and agree these plans with Irish Water and SDCC. Such plans must align with Irish Water’s Strategic Network Development Plans. Such plans must also comply with Irish Water standard details and codes of practice. Connection of infrastructure to a public water services network is subject to a connection agreement with Irish Water. The provision of private wells will be strongly discouraged, and all new developments will be required to utilise and connect to public water infrastructure.

In demand management terms, district water monitoring will be promoted per 750 residential units. Furthermore, the specification of water efficient appliances is promoted and shall be identified as part of Demand Management Plans submitted as part of planning applications at Clonburriss. The use of greywater as a non-potable water supply in domestic situations, although not a mandatory requirement, is promoted as best practice in non-residential uses. This shall also be a requirement for all non-potable water consumption, particularly in commercial units. All non-residential proposals shall provide a method statement for the on-site storage, use and management of grey water.

Figure 2.9.1 | Clonburriss SDZ Indicative Strategic Network Development Plan – Water Network



Source: Irish Water

With regard to hydraulic pressure, buildings of three storeys and higher will be required to provide balancing tanks and booster pumps as part of planning applications.

Notwithstanding Irish Water’s commitments with regard to sufficient capacity, the Planning Scheme actively promotes the highest levels of water conservation in residential, commercial, community and amenity developments.

Existing buildings, developments/landowners will be given the option to connect to new services and infrastructure on the SDZ lands, where appropriate, in consultation with SDCC, Irish Water and other relevant stakeholders.



2.9.3 Foul Water Drainage

Wastewater generated from the Planning Scheme will drain to the Ringsend Waste Water Treatment Plant. The Greater Dublin Strategic Drainage Study (GSDSDS) sets out the need for upgrading of both the Ringsend Wastewater Treatment Plant and the Grand Canal Trunk Sewer and all associated works to increase drainage capacity throughout the Dublin Region.

With regard to existing wastewater infrastructure on the SDZ lands, there are twin pumped rising mains (350mm and 500mm) flowing from west to east along Adamstown Avenue. The rising mains outfall into a 900mm gravity sewer to the north of the Plan area. A foul sewer ranging from 7500mm to 900mm runs in a west – east direction along the length of Thomas Omer Way to the Fonthill Road. There is also a 1050mm sewer (9B sewer) running southwards along the Fonthill Road and drains eastwards under the Lucan – Newlands Road.

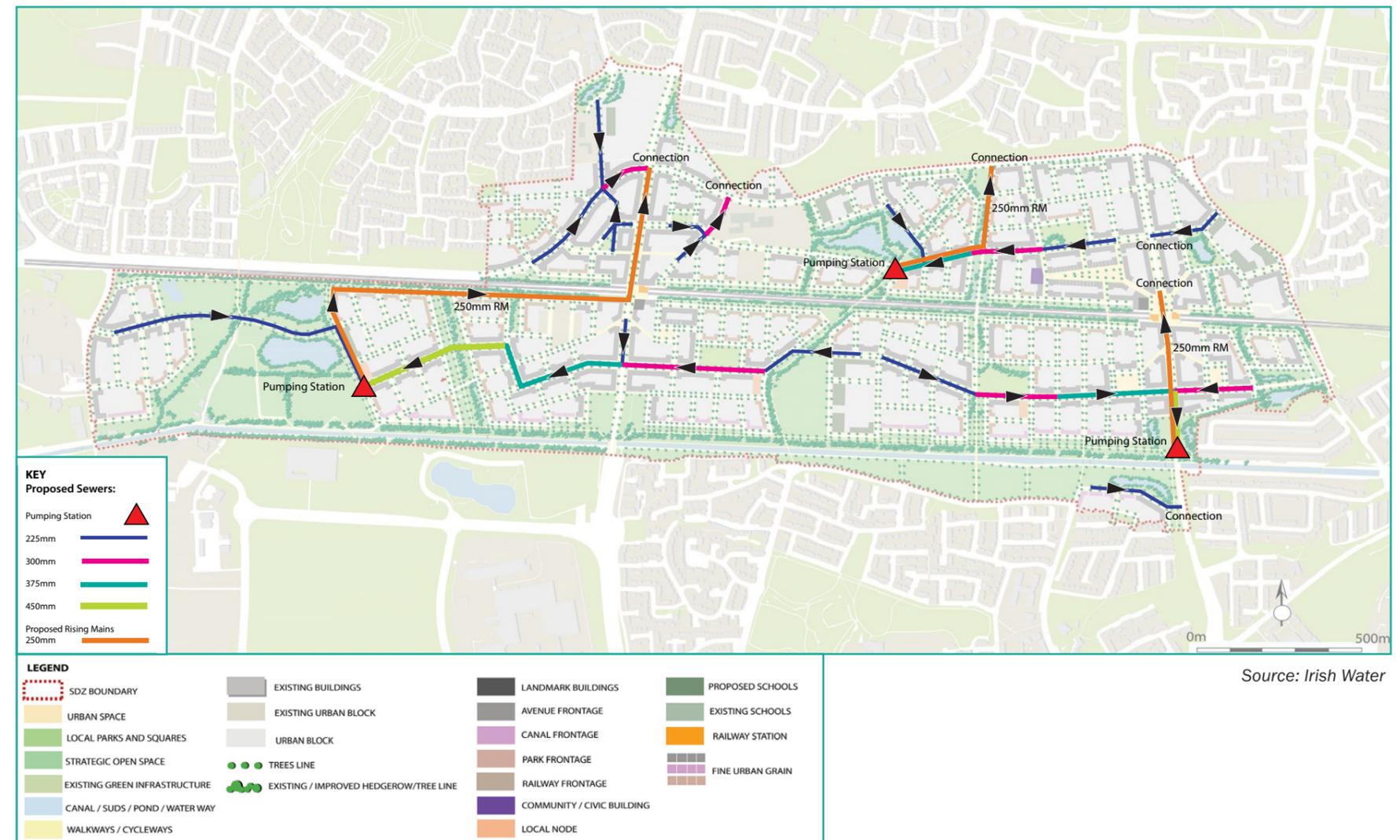
There is an existing network of three 600mm foul sewers located to the south of the Grand Canal, running along the south east boundary of the SDZ site. Two of the three sewers ultimately drain into the third 600mm sewer, which flows southward into a 750 mm sewer adjacent to the Fonthill Road. One of the existing 600mm sewers flows from a set of twin rising mains that originate from a pumping station at Grange Castle Business Park.

Wastewater infrastructure development within the SDZ must align with Irish Water’s Strategic Network Development Plans for the SDZ (refer to Figure 2.9.2 Indicative Strategic Wastewater Development Plans. Note that these are subject to change based on finalisation of proposed finished ground levels etc). Prior to the commencement of any development within the SDZ, landowners/developers shall prepare detailed wastewater services plans for the SDZ and agree these plans with Irish Water and SDCC. Such plans must align with Irish Water’s Strategic Network Development Plans. Such plans must also comply with Irish Water standard details and codes of practice. Connection of infrastructure to a public wastewater services network is subject to a connection agreement with Irish Water.

The provision of private waste water facilities will be strongly discouraged and all new developments will be required to utilise and connect to public waste water infrastructure.

Existing buildings, developments/landowners will be given the option to connect to new services and infrastructure on the SDZ lands, where appropriate, in consultation with SDCC, Irish Water and other relevant stakeholders.

Figure 2.9.2 | Clonburriss SDZ Indicative Strategic Network Development Plan – Wastewater Network



Source: Irish Water

A Strategic Flood Risk Assessment has been prepared for the Planning Scheme in accordance with the Planning System and Flood Risk Management Guidelines.

2.9.4 Strategic Flood Risk Assessment

A Strategic Flood Risk Assessment (SFRA) has been prepared for the Planning Scheme in accordance with the Planning System and Flood Risk Management Guidelines (OPW/DoEHLG, 2009). A strategic approach to the management of flood risk is important in Clonburriss as it is primarily a greenfield development site, without any existing development in Flood Zone A/B. The SDZ represents a clear opportunity to integrate the Guidelines at an early stage in the statutory process. The SFRA concludes that there is no overlap between vulnerable land uses within the Planning Scheme and Flood Zone A or B. The SFRA also concludes that there is also no existing development that is at potential risk of flooding.

2.9.5 Surface Water Drainage and Sustainable Urban Drainage System (SUDS)

SDCC is committed to surface water management, aquifer protection and flood risk management at Clonburris. To inform a robust and evidence based approach to surface water drainage and flood risk management, a Surface Water Strategy (SWS) has been carried out and forms part of the accompanying documents to the Planning Scheme. The Office of Public Works (OPW) has overall responsibility for flood risk management in Ireland and have undertaken the Eastern Catchment Flood Risk Assessment and Management (CFRAM) study, which has informed the SWS. The Strategy also requires adequate levels of treatment of the surface water prior to discharge into local watercourses.

The SWS for the Clonburris SDZ prioritises the sustainable management of surface water, to ensure that there is no unacceptable residual risk of flooding to each development site, mitigating against increased flood risk up or downstream from each development site, and to manage the amount of surface water entering the local piped sewer system and watercourses, including the Griffeen and Camac Rivers.

The key principles of surface water management as outlined in SWS are set out as follows:

- » Manage surface water runoff at source in order to prevent or reduce surface water flows;
- » Manage water on the surface to intercept flows and direct them to areas designed to treat, store and discharge flows away from residential dwellings, businesses and transportation networks, where disruption and flooding could occur;
- » Develop a high quality Sustainable Urban Drainage System (SUDS) integrated within public realm and public open space where feasible, to provide high quality and attractive 'green and blue' corridors, features and focal points with the SDZ landscape, which can also enhance local amenity, ecology and biodiversity;
- » Effective operation and maintenance of SUDs measures, to ensure that such systems are operating to their designed capacity; and
- » Account for climate change and any changes to the amount of impermeable areas over the design life of the development, in accordance with the (GDSDS) (and any future updates to this Study).

Character of the SUDS System

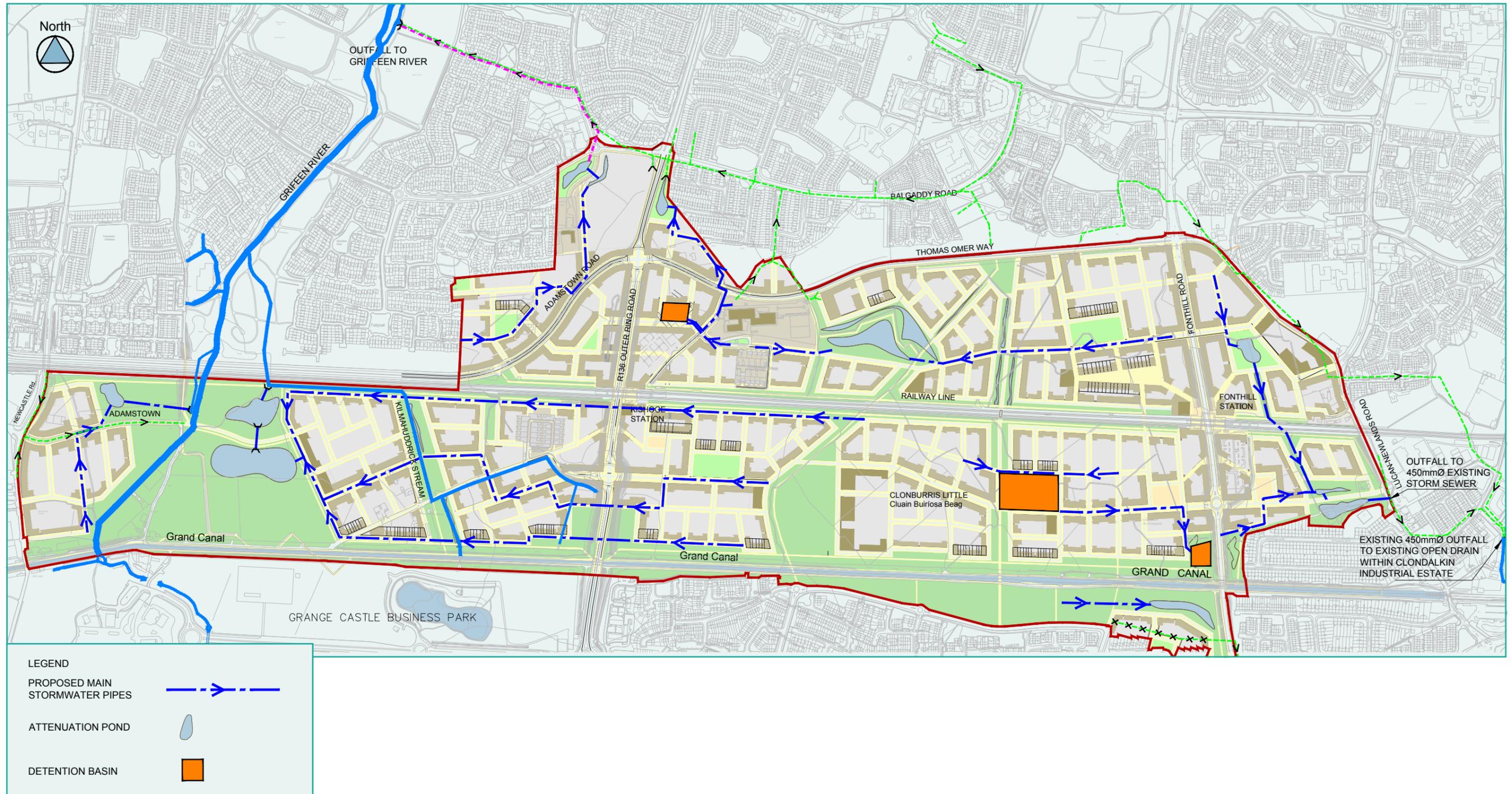
It is an objective of this Planning Scheme to ensure that SUDS measures should be fully implemented on all sites to achieve two litre per second per hectare runoff rates, unless otherwise agreed with SDCC. The SDZ provides a range of opportunities for high quality designed SUDS measures, in areas of public realm and open space, and measures within individual development sites.

Measures in public realm and open space areas could include, for example, ponds/wetlands, detention basins, infiltration basins and filter strips. Ponds could be integrated as amenity and ecology features within parks and open spaces and be utilised as a local amenity within the overall SDZ scheme, as well as providing the additional volumetric storage required during extreme rainfall occurrences (i.e. 1 in 100 year storm events). The type, design and exact location for the pond attenuation areas is required to be agreed at detailed design stage. In general terms, the attenuation areas should be designed to be integral elements of any related open space and landscape structure. The perimeter of the attenuation areas should be profiled to enable walkways, high quality planting, amenity edges, and habitat establishment, in addition to the necessary surface water management.

Having regard to individual development sites, surface water runoff should pass through at least one level of treatment using a SUDS component prior to treatment and attenuation in public realm and open space areas. Roof water runoff should be captured and treated within the curtilage of each site, for example through use of Blue and/or Green Roofs. Such measures should be prioritised for larger/mixed use developments within the Kishoge and Clonburris urban centres. Other measures within individual development sites could include, for example, pervious paving, swales and on-site rainwater harvesting measures. The use of underground tanking systems are generally not permitted within the SDZ. The Planning Scheme requires, where feasibly practical and viable, the provision of green roofs for all new public buildings (Council buildings, school buildings, hospitals, community centres, sports facilities, libraries, Garda stations etc), to assist in flood alleviation, insulation and improved biodiversity, and to actively promote these measures where appropriate in new commercial and industrial buildings.



Figure 2.9.3 | Surface Water Drainage and Sustainable Urban Drainage System



A detailed Surface Water Management Plan (SWMP) is required to be prepared by the landowners/developers and agreed with SDCC in advance of any development on the SDZ lands. This is required to be prepared in accordance with the Surface Water Strategy, in order to achieve strategic surface water management objectives and ensure a high quality and viable Sustainable Urban Drainage System for the entire SDZ lands.

All SUDS proposals within the SDZ should comply with the SUDS Manual C753. A Surface Water Audit should also be submitted with each application for development within the SDZ, detailing measures to be carried out at both construction and operation stages of all development proposals.

Existing buildings, developments/landowners will be given the option to connect to new services and infrastructure on the SDZ lands, where appropriate, in consultation with SDCC, Irish Water and other relevant stakeholders.

2.9.6 Gas

The SDZ lands can be serviced by existing high pressure transmission gas pipes that run in a north – south direction adjacent to the Fonthill Road and the Grange Castle Road. Future provision for infrastructure requirements for gas supply will be made in consultation with relevant energy providers and other stakeholders.



2.9.7 Telecommunications Infrastructure

The provision of IT, broadband internet and high speed telecommunications infrastructure to the SDZ area as a whole will enable activities such as education uses, community facilities, home office working and commercial business to prosper.

To enable these opportunities, it is proposed to develop a data infrastructure spine comprising a network of fibre optic and broadband capacity cables routed in accordance with the primary and secondary street hierarchy structure. All buildings in the district shall be connected to the data spine. Each dwelling shall be provided with at least two telecom ducts and shall be serviced by carrier neutral multi-duct infrastructure having regard to relevant guidance from the Department of Communications, Climate Action and Environment.

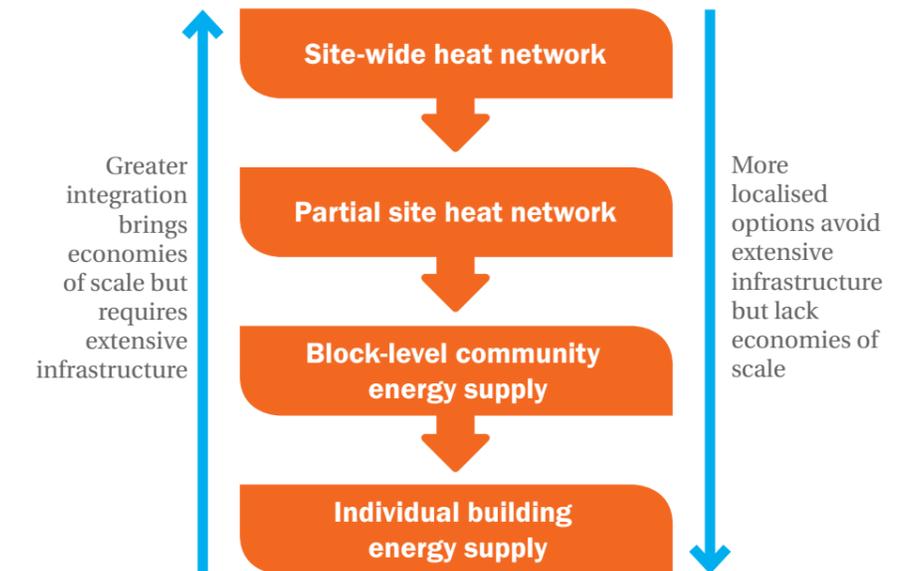
It is proposed to locate the services infrastructure with the proposed street hierarchy structure. The ducting of all services should be located to the appropriate depth standards, and not preclude the opportunity of street tree planting and location of street furniture.

Every opportunity should be taken to identify occasions when sharing of road space may be appropriate. This will include initiatives such as trench sharing. Trench sharing can be effective in reducing disruption from ongoing maintenance and street works, and optimise available space for services. Care should be taken to ensure that the balance is achieved between reducing the number of occasions that small works take place and increasing the scale of combined works.

2.9.8 Energy and Climate Change Mitigation

The Clonburris SDZ offers potential for the development of a sustainable energy community into the future, and the Clonburris Energy Masterplan represents a strategic first step in the development of a co-ordinated energy response for the area in the medium to long term. The key focus of the Clonburris Energy Masterplan, which has been prepared to support the Planning Scheme, is to appraise a range of options – including energy efficiency, heating, cooling and electricity. The energy options available at Clonburris vary from ‘kick start’ local networks or district energy schemes, to more localised, block and individual building level opportunities (see Figure 2.9.4). Viability and economic analysis of a range of options are included in the Energy Masterplan, which can be read in conjunction with this Planning Scheme. The promotion of non-fossil fuel powered heating systems are encouraged in the Clonburris SDZ.

Figure 2.9.4 | Energy Options at Clonburris SDZ

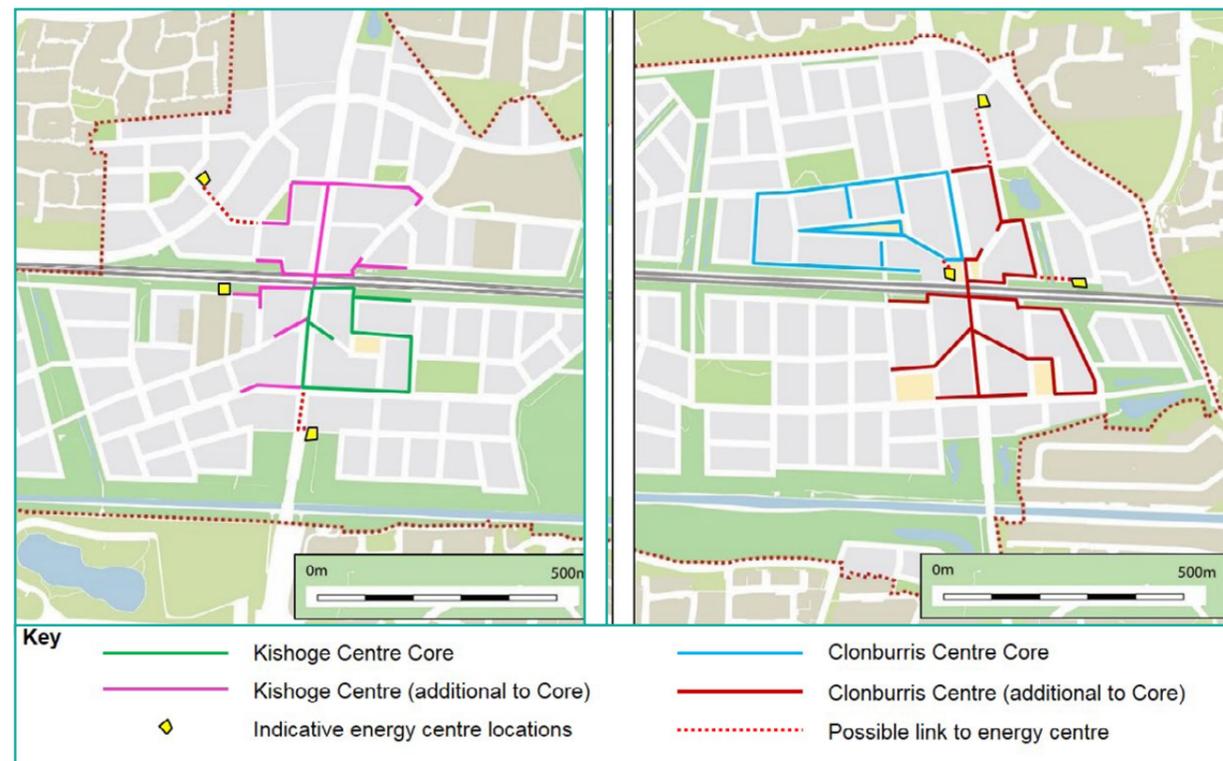


Energy Efficiency in New Buildings

The design, construction and operation of new buildings has a significant contribution to make in reducing energy demand and increasing energy efficiency of all new buildings in the future. The energy efficiency and renewable energy requirements for the construction of new homes and non-residential buildings are primarily addressed in the current Building Regulations Part L (2008 and 2011). With regard to new homes, the Building Regulations prescribe requirements with regard to thermal performance, overall energy use and CO2 emissions. The regulations also require that a reasonable proportion of the energy consumption to meet the energy performance of a dwelling is provided by renewable energy sources.

It is anticipated that by 2020 all new buildings in Clonburris will be required to be constructed to the Nearly Zero Energy Buildings (NZEB) standard, in accordance with the EU Energy Performance in Buildings Directive (EPBD). This standard will ensure that new buildings are constructed to a high level of thermal efficiency, with a significant contribution of renewable energy on site. Development proposals at Clonburris should have regard to the *Towards nearly Zero Energy Buildings in Ireland – Planning for 2020 and Beyond*, (DECLG), which promotes the increase of near Zero Energy Buildings in Ireland.

Figure 2.9.5 | Potential heat energy hubs at Clonburris



The Clonburris Energy Masterplan explores different options with regard to meeting the NZEB standard at Clonburris into the future. Within the core areas of the Clonburris and Kishoge urban centres, local energy networks based on Gas Combined Heat and Power (CHP) are potentially viable to both the investor and home owner, when compared to an individual gas boiler scenario. Other options such as Water Source Heat Pumps (WSHP) and Biomass could be viable in the future, with the introduction of a sustained national Renewable Heat Incentive (RHI). Away from the urban centres and for lower density residential areas, the introduction of a Renewable Heat Incentive (RHI) in the future, could make air source heat pumps and ground source heat pumps more attractive in comparison to individual gas boiler options.

In order to promote these renewable and low carbon energy options, the Planning Scheme promotes the development of energy systems that facilitate a change from fossil fuel based energy sources to renewable and low carbon options i.e. a change in technology delivering district energy schemes at the Clonburris and Kishoge urban centres. This is particularly important in terms of meeting current and future climate change mitigation targets at both national and European level.

Heat Networks

A key factor determining the viability of a heat network at Clonburris, is the heat demand density across the area covered by the network. Heat demand density, measured in gigawatt hours per square kilometre (GWh/km²), is the amount of thermal energy used within a defined area and is an accepted European indicator for the economic viability of district heating schemes. The density and development mix at the Clonburris and Kishoge urban centres, allows potential for local heat networks to emerge at these centres. The indicative location of the energy hubs is shown in Figure 2.9.5.

The modelling carried out as part of the Clonburris Energy Masterplan demonstrates that the core areas of the Clonburris and Kishoge urban centres would have an expected heat density of 55 GWh/km² and 46 GWh/km² respectively.

Given the residential density, variety and mix of land uses at these urban centre core locations, the economic viability of a heat network could be favourable, initially based on Gas CHP. In this case, the high future lifetime costs associated with an individual gas boiler alternative for higher density residential development at the hubs, is due in part to the high thermal efficiency expected in new buildings built to the NZEB standard.

An Energy Centre is required at the Clonburris and Kishoge urban centres to accommodate infrastructure associated with the local heat network, such as a Gas or Biomass based CHP plant. Overall, the dimensions of the Energy Centre are driven by the need to provide additional boiler peaking plant, thermal storage, pumps and other equipment, and access. In broad terms, a typical footprint for the plant room for a scheme with a 2 MW peak demand would be approximately 300 sq.m, and for a scheme with a 13 MW peak demand the required size would be approximately 500 sq.m. There is a level of flexibility with regard to the location of the Energy Centres at the Clonburris and Kishoge urban centres, for example provision as individual stand-alone buildings, as part of larger blocks or at basement level.



No new development shall occur within the existing overhead powerline easement area until such time as the undergrounding of the powerlines has occurred.



All major developments within the Clonburris and Kishoge urban centres should be designed to be able to connect to a local heat network in the future. This means that such developments have the ability to be connected to a network if/when such a network becomes available in the future, rather than necessarily determining connection at the time of construction. SDCC will support the development of decentralised energy networks at Clonburris in principle, subject to meeting wider policy requirements, including design.

There are a range of delivery models and financing structures that could be used to unlock the investment required for the local heat networks at Clonburris. The development level expected at the Clonburris and Kishoge urban centres suggests that the heat network scheme could be attractive to a public or private sector investor, for example a public utility or an energy service company (ESCO) or utility (or consortium) may undertake to design, build, finance and operate the heat network. In this case, the Development Agency could co-ordinate the partnership of all relevant stakeholders involved. Alternatively, SDCC as the Development Agency, could act to source project finance or even participate in a joint venture with an ESCO or consortium to deliver the project. It may be possible to obtain funding from wider sources; such as the European Regional Development Fund (ERDF).

Electricity Infrastructure

At present, a 70 metre corridor of land within the SDZ area is sterilised from development by the presence of 220Kv overhead powerlines, spanning between pylons at approximately 200 metre intervals, along a stretch of the north and north western portions of the site. Planning permission has been granted for the removal of a section of the existing 220Kv overhead powerlines from the Grange Castle Road extending westwards beyond the site boundary (a length of approximately three kilometres). The permission provides for the undergrounding of replacement electricity infrastructure along local roads serving the area and adjoining lands, including Grange Castle Business Park. The removal of the powerlines enhances development opportunities along the north-western boundary of the SDZ lands. No development shall be carried out within the 70 metre corridor until such time as the undergrounding of the overhead powerlines has been carried out.

Having regard to the portion of the SDZ lands to the east of the Grange Castle Road, where planning permission has not currently been granted for the undergrounding of the existing 220Kv overhead powerlines, the Planning Scheme has been designed to assume the future undergrounding of these overhead powerlines.

Until such time as the undergrounding of the overhead powerlines to the east of the Grange Castle Road has been permitted and has taken place, all buildings, other than temporary buildings (such as site compounds) shall not be constructed within 30 metres either side of the 220Kv powerlines that traverse the SDZ lands. No new development shall occur within the existing overhead powerline easement area until such time as the undergrounding of the powerlines has occurred. Provision for electricity infrastructure will be made in consultation with ESB Networks, SDCC and other stakeholders.

2.9.9 Waste Management and Recycling Facilities

The development and occupation of the new community at Clonburris will result in significant quantities of waste. Accordingly, waste reduction and recycling needs to be fully considered and implemented in the design construction, and operational phases of the Planning Scheme. The design phase is a critical stage where waste can be designed out of proposed new developments, as well as on site processes. The recycling of waste shall be encouraged in accordance with the *Eastern Midlands Region Waste Management Plan 2015-2021 (EMRWMP)*. With regard to new development at Clonburris, layouts should be designed to incorporate refuse collection points, bring centres and make provision for recycling and composting when required, at suitable locations.

The following criteria will be considered in the assessment of the design and siting of waste facilities and bring facilities:

- » The location and design of any refuse storage or recycling facility should ensure that it is easily accessible both for residents and/or public and for bin collection, be insect and vermin proofed, will not present an odour problem, and will not significantly detract from the residential amenities of adjacent property or future occupants,
- » Provision for the storage and collection of waste materials shall be in accordance with the guidelines for waste storage facilities in the relevant RWMP and the design considerations contained in Section 4.8 and 4.9 of the DECLG Design Standards for New Apartments (2015). Refuse storage for houses should be externally located, concealed/covered and adequate to cater for the size and number of bins normally allocated to a household. For terraced houses the most appropriate area for bins to be stored is to the front of the house, which should be located in well-designed enclosures that do not detract from visual amenity, and
- » Access to private waste storage in residential schemes should be restricted to residents only.

To facilitate a high level of recycling within the Clonburris lands, a network of facilities are required for recycling. Bring bank facilities will generally be required at appropriate locations in the following developments:

- » In conjunction with large scale residential and mixed use developments, proposals should provide recycling facilities to serve residents and in some appropriate locations, the wider community.
- » In conjunction with significant new commercial developments.



Given the development at higher densities in certain parts of the site, in particular at the Clonburris and Kishoge urban centres, there is potential for innovative solutions to waste disposal and collection systems, such as pneumatic waste collection systems. These waste systems use vacuum technology to take waste and recyclable materials to a centralised storage point. Pneumatic waste systems also minimise the need for waste bins and maximise the potential for recycling by residents, businesses and other premises, whilst also increasing the general attractiveness of the street environment. The provision of pneumatic waste collection systems are encouraged at the Clonburris and Kishoge urban centres.

The Planning Scheme promotes measures to mitigate against any illegal dumping, such as CCTV and/or devices, to deter illegal dumping at waste management and recycling facilities located on the SDZ lands.

2.9.10 Topography

Development on the SDZ lands will need to respond to level differences at certain locations due to local topography and the current road infrastructure. As per Section 2.8.3, gradients on all Link Streets and Local Streets should be as gradual as possible with a gradient of between 1 in 33 (or 3%) and 1 in 20 (or 5%) targeted. The raising of floor levels to correspond with finished street levels, utilising car parking, plant services or storage etc and the engineering requirements to raise the level of strategic services to implement the Surface Water Strategy (and subsequent Surface Water Management Plan), needs to be clearly demonstrated by relevant planning applications. At locations where level differences need to be addressed, planning applications are required to submit detailed topographical information, drawings and cross sections and detail street, floor and service levels.

2.9.11 Aerodromes

The majority of the SDZ lands are located within the Inner Horizontal Surface of Casement Aerodrome and an eastern portion of the lands are located within the Outer Approach Area to the Aerodrome. Casement Aerodrome, being a military aerodrome, does not fall under the control of the Irish Aviation Authority, but the International Civil Aviation Organization Standards and Recommended Practices are applied as policy by the Department of Defence at Casement Aerodrome.

A large portion of the lands are located within the Dublin Airport Outer Safeguarding Boundary. All relevant applications for development within the Outer Safeguarding Boundary will be referred to the Dublin Airport licensee.

2.9.12 Noise

Development proposals at Clonburris shall have regard to the *Dublin Agglomeration Environmental Noise Action Plan 2013-2018*, with particular regard to development adjacent to major road and rail transport corridors, with a view to reducing noise from new sources and to identify and protect areas of low sound levels. Development proposals with the potential to give rise to significant noise impacts may require a Noise Impact Assessment and mitigation plan to minimise noise disturbances and protect the amenities of the area.

2.9.13 Construction Environmental Management Plans

A Construction Environmental Management Plan (CEMP) shall be prepared in advance of the physical elements proposed as part of the Planning Scheme and will be implemented throughout. Such plans shall incorporate relevant mitigation measures indicated below.

SDCC will be informed in advance of construction activities in sensitive environmental areas.

SDCC will be informed of all construction or maintenance works located within the vicinity of pNHAs (Grand Canal) or in the vicinity of watercourses linked to these designated conservation areas. Monitoring of works in these locations will be undertaken and the results of monitoring will be provided to SDCC.

Where works are undertaken in/adjacent to sensitive environmental receptors all construction/maintenance staff will be inducted by means of a “Tool-box Talk” which will inform them of environmental sensitivities and the best practice to be implemented to avoid disturbance to these receptors.

All construction and maintenance works will be undertaken in accordance with the following guidance documents:

- » Inland Fisheries Ireland’s Requirements for the Protection of Fisheries Habitat during Construction and Development Works.
- » CIRIA (Construction Industry Research and Information Association) Guidance Documents.
- » Control of water pollution from construction sites (C532).
- » Control of water pollution from linear construction projects: Technical Guidance (C648).
- » Control of water pollution from linear construction projects: Site Guide (C649).
- » Environmental Good Practice on Site (C692).
- » NRA Guidance Documents.
- » Guidelines for the Crossing of Watercourses during the Construction of National Road Schemes.
- » Guidelines for the Management of Noxious Weeds and Non-Native Invasive Plant Species on National Roads.
- » Guidelines for the Protection and Preservation of Trees, Hedgerows and Scrub Prior to, during and Post Construction of National Road Schemes.

Any excavations and/or vegetation removal shall be minimised during construction and/or maintenance works.

Excavated material will not be stored immediately adjacent to watercourses.

Disturbance to natural drainage features should be avoided during the construction and/or maintenance of routes.

Construction machinery should be restricted to public or site roads. As a general rule machinery should not be allowed to access, park or travel over areas outside the footprint of proposed development.

During route maintenance no construction activities should be undertaken at watercourse crossing in wet weather conditions.

Suitable prevention measures should be put in place at all times to prevent the release of sediment to drainage waters associated with construction areas and migration to adjacent watercourses, to reduce erosion and silt-laden runoff, create, where possible, natural vegetation buffers and divert runoff from exposed areas, control the volume and velocity of runoff, and convey that runoff away from.

Where necessary drainage waters from construction areas should be managed through a series of treatment stages that may include swales, check dams and detention ponds along with other pollution control measures such as silt fences and silt mats.

Where vegetation removal associated with treelines, hedgerows, individual mature trees, scrub or woodland is required, this shall only be undertaken outside the breeding bird season, between March and August inclusive.

Where extensive areas of ground are to be exposed during route construction or maintenance dust suppression should be undertaken during periods of dry weather.

All chemical substances required during construction and/or maintenance works will be stored in sealed containers.

Any refuelling or lubrication of machinery will not be undertaken within 50m of a watercourse

Spill kits will be required on site during construction and/or maintenance works.

Ensure non-native, invasive species do not occur at construction/maintenance areas, or if occurring, are not spread as a result of works. The NRA Guidance on invasive species, outlined above will be adhered to as well as the Invasive Species Management and Control Plan (See Section 2.11 of the Planning Scheme).

Disseminate information on sensitive ecological receptors, such as sensitive habitats, breeding birds etc. occurring adjacent to or in the wider area. This information will aim to educate recreational users on the conservation status and sensitivities of such receptors to encourage responsible usage of routes.

CEMPs typically provide details of intended construction practice for the proposed development, including:

- » location of the sites and materials compound(s) including area(s) identified for the storage of construction refuse.
- » location of areas for construction site offices and staff facilities.
- » details of site security fencing and hoardings.
- » details of on-site car parking facilities for site workers during the course of construction.
- » details of the timing and routing of construction traffic to and from the construction site and associated directional signage.
- » measures to obviate queuing of construction traffic on the adjoining road network.
- » measures to prevent the spillage or deposit of clay, rubble or other debris.
- » alternative arrangements to be put in place for pedestrians and vehicles in the case of the closure of any public right of way during the course of site development works.
- » details of appropriate mitigation measures for noise, dust and vibration, and monitoring of such levels.
- » containment of all construction-related fuel and oil within specially constructed bunds to ensure that fuel spillages are fully contained; such bunds shall be roofed to exclude rainwater.
- » disposal of construction/demolition waste and details of how it is proposed to manage excavated soil.
- » a water and sediment management plan, providing for means to ensure that surface water runoff is controlled such that no silt or other pollutants enter local water courses or drains.
- » details of a water quality monitoring and sampling plan.
- » if peat is encountered - a peat storage, handling and reinstatement management plan.
- » measures adopted during construction to prevent the spread of invasive species (such as Japanese Knotweed).
- » appointment of an ecological clerk of works at site investigation, preparation and construction phases.

Section 2.10 Landscape and Open Space

Overarching principle

To provide attractive, interesting and well used outdoor spaces using the latest place making and urban design principles, creating a pedestrian-centred environment with active, inviting public space, parks and private gardens.

2.10.1 Introduction

Open space and recreational facilities will be central to the delivery of Clonburris as a sustainable community. Open spaces will accommodate active and passive recreational activities and will be a key element in the green infrastructure network.

Outdoor community facilities including full size multi-use pitches which will accommodate various outdoor activities and children's play facilities including facilities for teenagers provide opportunities for outdoor activity and recreation.

The SDZ lands are served by the existing Griffeen Valley Park, a strategic open space to the west including the informal extension and also the large area of public open space to the south of the Canal, known as the Grand Canal Park which is a well-used and maintained open space of a significant scale predominantly serving Ashwood and Lindsfarne residential areas to the south.

Proposed public open space on the lands will be provided in the form of strategic open spaces, local parks and squares and urban spaces, strategic routes, local links and urban squares.

Over 90 hectares of open space will be provided on the lands, supplemented by other green spaces and all residents will be within 400m of natural and semi natural open space. The Griffeen Valley extension, Na Cluainte Park, the Grand Canal Park and local neighbourhood parks will provide the main green public open spaces for active and passive recreation within the lands. In addition, public squares in the urban form will also provide access and linkages to the main hubs and local centres. The parks and open spaces will be provided in a range of sizes and delivered in phases.

Figure 2.10.1 provides an indicative layout of the hierarchy of existing and proposed parks on the lands.



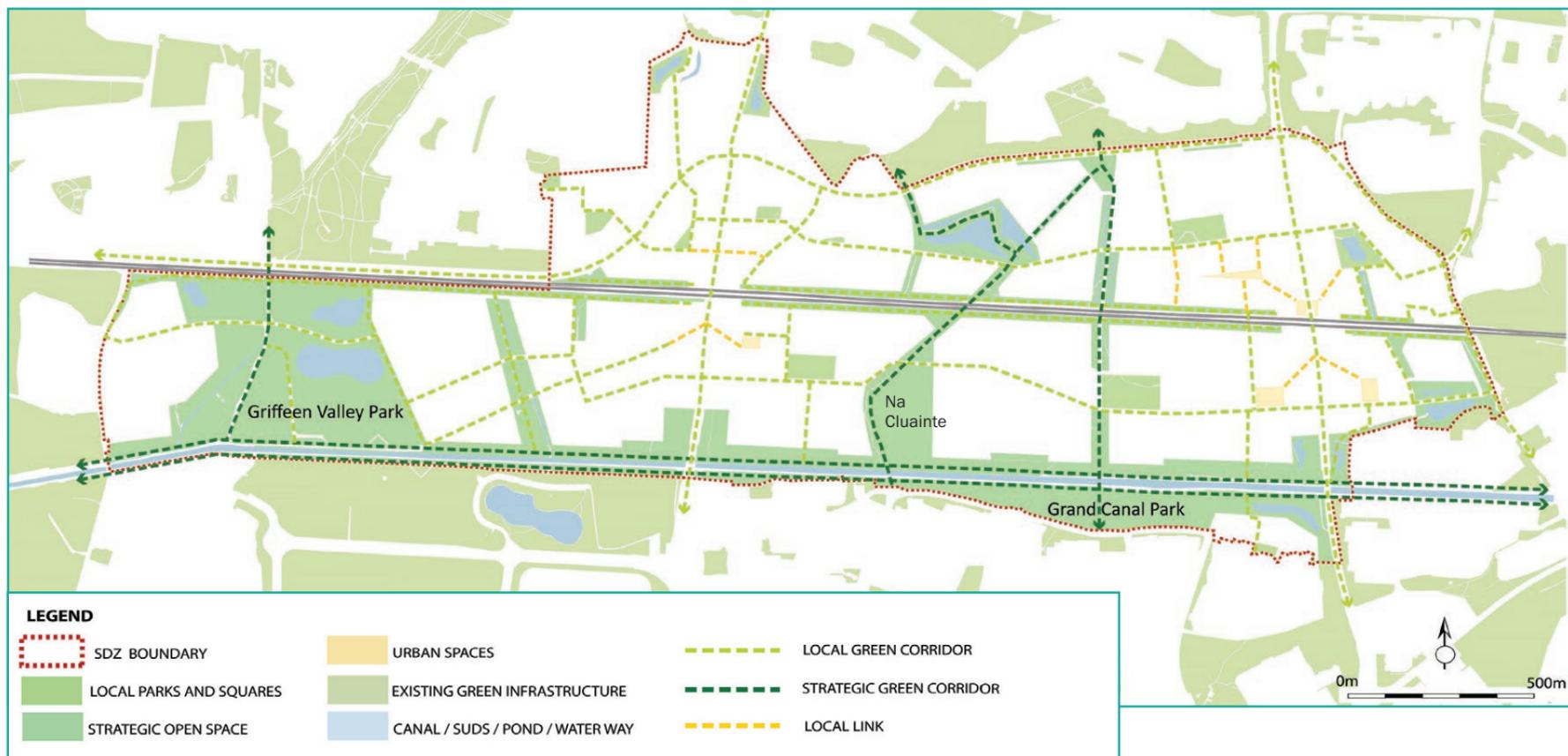
90 hectares of Parks and open spaces



12.5km of Cycleways and Walkways



Figure 2.10.1 | Open Space



Key requirements for these open spaces shall include pedestrian and cyclist connectivity through and between the parks, adjacent neighbourhoods and public transport.

Key Principles

- » Provide a hierarchy of high quality and multi-functional open spaces including, strategic spaces, local parks, urban spaces and strategic routes;
- » To allow the movement network to connect to and through open spaces by providing safe, well-overlooked and accessible routes;
- » To provide appropriate space for health and well-being, required to meet the recreational needs of the new population of Clonburris through the provision of adequate walking and cycling facilities and a diversity of green spaces for active and passive recreation; and
- » Provide recreation facilities and open spaces that are capable of accommodating a range of community sport and recreation needs and use by the community at varying times including after school hours.

2.10.2 Proposed Open Spaces

The proposed open spaces represent important interfaces between existing and proposed neighbourhoods. Key requirements for these open spaces shall include pedestrian and cyclist connectivity through and between the parks, adjacent neighbourhoods and public transport.

It is essential that the edge of the open spaces and central walkways are designed to be well lit, well overlooked, legible and accessible. In addition, it is a key requirement that the amenity of existing landscape assets within the proposed parks, including the Grand Canal, habitats and historic features are enhanced and where appropriate, integrated into the landscape structure.

The main active outdoor recreation facilities will largely be accommodated in the three main parks on the SDZ lands: the extension to Griffeen Valley Park, Grand Canal Park and Na Cluainte Park. The facilities in the main parks will be complemented by local play facilities including full size playing pitches, to be provided in the local open spaces.

It is proposed to capitalise on the lands generous Canal frontage, however, it is noted that access to the Canal on the northern side is currently constrained. Appropriate access to the northern tow path of the Grand Canal shall be carefully designed, in particular, access to areas of greatest sensitivity shall be avoided. (See Section 2.11 Biodiversity & Natural Heritage also).

Parks and Landscape Strategy

A Parks and Landscape Strategy (PLS) shall be prepared by all the developers, for the entire SDZ lands and shall be submitted to and agreed in writing with SDCC prior to the commencement of development on the lands. The PLS shall be prepared by a suitably qualified Landscape Architect in conjunction with a suitably qualified Ecologist and shall include the following:

- » Overarching design details for the strategic open spaces, local parks and squares, urban spaces and squares, strategic routes and local links;
- » Details of active and passive recreation provision on the lands; and
- » A Biodiversity Management Plan (BMP), prepared by a qualified ecologist and guided by relevant best practice guidelines and established techniques for habitats present on the SDZ lands.

The BMP shall incorporate the following measures:

- The preservation of existing hedgerows, treelines, woodland, scrub and other semi-natural habitats where possible;
- High value historical boundary hedgerows shall be retained and management details included, in particular the Barony hedgerows;
- Where hedgerows, treelines, woodland and other semi-natural habitats are to be retained within the SDZ lands, details of their management and protection should be provided in a Habitat Management Plan (HMP); and
- Opportunities to enhance the biodiversity value of SUDS measures where relevant should be included in habitat management plans.

2.10.3 Hierarchy of open spaces

The hierarchy of open spaces is as follows:

- » Strategic open spaces;
- » Local parks and squares; and
- » Urban spaces.

These spaces shall be connected within an integrated network at strategic and local levels with strategic routes which include Local links between open spaces.

Strategic Open Spaces

Strategic open spaces provide a plan wide amenity function including links to existing and surrounding communities. The strategic open spaces include Griffeen Valley Park Extension, Na Cluainte Park North and South and the Grand Canal Park. The Design criteria for strategic open spaces is set out in Table 2.10.1.

Table 2.10.1 | Design Criteria for open spaces

Landscape element	Objective	Components
Strategic open spaces	To incorporate major strategic corridors such as the Canal and Railway. To provide major parks with district-wide functions. To provide for larger scale active recreation. To provide for a range of passive amenity. To include important Sustainable Urban Drainage System functions. To protect and enhance biodiversity hubs. To provide for a range of childrens play. To assist in area-wide legibility and placemaking.	Full size playing pitches/ Sports fields. These full size facilities will also facilitate local nearby schools addressing the need for outdoor sports facilities. Amenity routes. SUDS features such as major detention ponds and swales. Controlled access areas for biodiversity enhancement and protection. Playgrounds and play areas. Mass planting in lines or drifts to enhance definition and functional areas. Retention and enhancement of selected hedgerow. A range of fully inclusive children’s playspaces

Appropriate access to the northern tow path of the Grand Canal shall be carefully designed, in particular, access to areas of greatest sensitivity shall be avoided.



Griffeen Valley Park Extension

The Griffeen Valley Park shall be extended southwards to the Grand Canal to provide a high quality flagship park. A plan for the Griffeen Valley Park extension shall be designed in accordance with the overall Parks and Landscape Strategy for the SDZ lands and shall be submitted to and agreed in writing with SDCC at planning application stage and may include:

- » A mix of active recreational facilities in the core area of the park;
- » Formal and informal childrens play areas;
- » Walkways and cycleways (wide enough to accommodate two people passing) be constructed using suitable surface material;
- » Seating and passive recreation areas;
- » Edges of the park shall be carefully designed and laid out, forming an interface between the park's open central character and adjacent development;
- » Planting in drifts to enhance biodiversity, definition and functional areas;
- » Habitat improvements to existing ecological resources including the Griffeen River and the Grand Canal;
- » Support the creation of new habitats within the park to address changes to natural heritage elsewhere in the plan lands;
- » Retention and enhancement of selected hedgerow;
- » Surface-water attenuation ponds to the north-west, fed by the proposed SUDS system. These areas should form high quality, water based ecological landscapes; and
- » Retrofit or replace the existing pedestrian bridge over the railway line to provide 'green bridge'. The green bridge shall be integrated into the surrounding landscape and shall provide connections for pedestrians and cyclists, commuting routes for species and the park landscape as a whole. The detailed design of the bridge shall be in accordance with the Landscape Institute UK Green Bridges Technical Guidance Note 09/2015 December 2015.



Key requirements for these open spaces shall include pedestrian and cyclist connectivity through and between the parks, adjacent neighbourhoods and public transport.



Grand Canal Park

This park shall comprise an existing large area of open space located on the southern side of the Grand Canal and incorporate the green way cycle and pedestrian route on the southern tow path, to the north of the existing residential areas of Ashwood and Lindisfarne. The lands require appropriate new landscape interventions to enhance the existing character and ecological value of the canal. The Park would strengthen the amenity and function of the Grand Canal as a strategic east-west link on the southern side. This park should also form a landscape corridor that should connect the surrounding neighbourhoods. A plan for the Grand Canal Park shall be designed in accordance with the overall Parks and Landscape Strategy for the Planning Scheme and shall be submitted to and agreed in writing with SDCC at planning application stage and may include:

- » Active and passive recreational facilities;
- » Children's Play facilities;
- » Walking and cycling routes;
- » Retention and enhancement of selected hedgerow;
- » Ensure that the southern side of the canal provides a leisure function;
- » Ensure that the northern side of canal retains a more ecological character, to enhance the quality of the proposed Natural Heritage Area;
- » Appropriate access to the northern towpath will be based on ecological surveys to ensure the integrity of the Grand Canal ecological corridor is maintained enhancement of existing hedgerow and treeline would assist in this i.e. planting of thorny species such as blackthorn and hawthorn; and
- » Provide for the refurbishment of Omer's Lock house as a cultural asset, set within an appropriate landscape context.

Na Cluainte

This park shall comprise a new mixed character and function park that would connect the neighbourhoods away from the Canal, to the south of the railway. The hedgerows that form the historic barony boundaries, which gives the park its name, shall be retained to enhance the ecological character and identity of the lands. A pedestrian bridge over the railway shall connect the southern area and northern areas of the park. A plan for the Na Cluainte Park shall be designed in accordance with the overall Parks and Landscape Strategy for the Planning Scheme and shall be submitted to and agreed in writing with SDCC at planning application stage and may include:

- » Retention and enhancement of hedgerow;
- » The northern area should take the form of contemporary parkland, with SUDS attenuation pond, open spaces and tree planting;
- » Active recreation facilities with ancillary lighting, and parking;
- » Childrens Play facilities;
- » Walking and cycling routes;
- » New pedestrian/cycle bridge shall be designed to integrate into the park and to avoid fragmentation of linear habitats;
- » The southern half of the park closer to the Grand Canal shall retain a more ecological character with appropriate access to the northern towpath. Access to the northern towpath will be based on ecological surveys to ensure the integrity of the Grand Canal ecological corridor is maintained enhancement of existing hedgerow and treeline would assist in this i.e. planting of thorny species such as blackthorn and hawthorn;
- » Enhancing and protecting existing biodiversity;
- » Canal bridges provide opportunities to form distinct landmark elements; and
- » Some active uses, cafes and small pavilion buildings for community and educational use.

Local parks and squares

Each local park and square shall be connected through a circuit of greenways and waterways throughout the lands. 8 no neighbourhood level parks shall be provided in a range of configurations. The design and layout of the local parks and squares shall incorporate the following design criteria.

Table 2.10.2 | Design Criteria for Local parks and squares

Landscape element	Objective	Components
Local parks and squares	<p>To serve the needs of residential areas.</p> <p>To provide everyday, local level amenity needs.</p> <p>To include a mix of smaller scale passive and active amenity facilities.</p> <p>To include local level SUDS function.</p> <p>To assist in local legibility and placemaking.</p>	<p>Smaller sports facilities, such as multi-use games areas.</p> <p>Sitting areas.</p> <p>Small swales and bio-retention areas.</p> <p>Playgrounds and play areas.</p> <p>Planting in lines to define edges and different functional areas.</p> <p>Retention and enhancement of selected hedgerow.</p>

Proposed Network of urban spaces and squares

Five urban squares shall be provided as part of the Planning Scheme along with other urban spaces. These squares and spaces would connect the residential areas into the urban centres of Kishoge and Clonburris. They form part of the core urban structure of the lands and will be located in the Clonburris and Kishoge hubs, close to the major transport interchange of Fonthill Railway Station, Kishoge Railway Station and act as focal points for local, district and wider area bus, cycle and pedestrian movement.

The urban squares and spaces shall be designed to the highest quality and must take into account the quality of materials, the quality and variety of sub spaces within the squares, links into and across the squares and spaces and the maintenance and management of the spaces over time. The urban squares and spaces shall be designed in accordance with the Design criteria for the landscape elements as set out in Table 2.10.3.

Table 2.10.3 | Design Criteria for Urban Squares

Urban Squares	Objective	Components
Clonburris Square	<p>To provide the central public space and the focus of public life and activities in Clonburris Urban Centre as part of the retail core.</p> <p>To provide the focus for the social and economic life of Clonburris.</p> <p>To provide a legible and distinctive focal space with associated pedestrian streets.</p>	<p>Well enclosed urban space. Continuous surface and comfortable gradients.</p> <p>Uncluttered central space, free of permanent features, to allow for range of activities in the space.</p> <p>High quality surface design and materials.</p> <p>High quality tree line and street furniture providing definition to the edges of the space.</p> <p>Seating opportunities at edges of space.</p> <p>Focal work of public art or monument with sitting opportunities.</p> <p>Active fronting ground floors. Passive surveillance by upper floor residential uses.</p> <p>Strong evening economy.</p> <p>Public space with 24-hour access.</p>
Other local squares in urban centres	<p>To provide local focal space for mixed use in the urban centres.</p> <p>To provide for a range of business and social activities.</p>	<p>Well enclosed urban space. Continuous surface and comfortable gradient.</p> <p>Uncluttered space, free of permanent features, to allow for range of activities in the space.</p> <p>High quality surface design and materials.</p> <p>High quality tree line and street furniture providing definition to the edges of the space.</p> <p>Seating opportunities at edges of space.</p> <p>Focal work of public art or monument.</p> <p>Active perimeter ground floors. Passive surveillance by upper floor residential uses.</p> <p>Supporting element of evening economy</p> <p>Public space with 24 hour access.</p>
Urban spaces	<p>To provide focal spaces for the urban centres, and the Planning Scheme more generally.</p> <p>To provide robust, multi-functional and adaptable design.</p> <p>To host a range of activities.</p> <p>To provide for a comfortable and inviting space for all users.</p> <p>To accommodate evening economy.</p>	<p>Hard and permeable continuous surface, with innovative SUDS measures.</p> <p>Uncluttered free space.</p> <p>Tree-lining for definition of edges of the space.</p> <p>High quality street furniture and lighting on perimeter.</p> <p>Public art or central feature.</p> <p>Managed vehicular access for loading and emergency services only.</p>

Strategic Routes and local links

Strategic Routes and local links provide opportunities to link a network of open spaces to all the neighbourhoods and opportunities for habitat conservation.

Within both the existing and proposed amenity routes and local links, there are significant opportunities to develop Sustainable Urban Drainage Systems (SUDS). SUDS infrastructure provide an opportunity to create a series of blue and green spaces which could including riparian planting, wetlands, tree planting and ponds.

The strategic routes and local links shall be designed in accordance with the Design criteria for the landscape elements as set out in Table 2.10.4.

Table 2.10.4 | Design Criteria for Strategic routes

Landscape element	Objective	Components
Strategic routes	To provide routes connecting strategic open spaces.	Strategic cycle and pedestrian routes.
	To incorporate existing strategic corridors.	Regular rest and amenity areas.
	To accommodate strategic routes.	Sensitive lighting.
	To provide for strategic movement routes.	Protection and enhancement of hedgerow.
	To protect and enhance biodiversity.	New pedestrian and cycle bridges. Bridge at Griffeen Valley Park upgraded to a green bridge.

The following strategic routes shall be provided.

Railway Ecological Corridor

This essentially provides an uninterrupted corridor throughout a vast swathe of countryside through an array of habitats and is used by a number of species for commuting between various habitats. This corridor will support the objective of the scheme to provide routes connecting strategic open spaces. The design of the railway ecological corridor shall be in accordance with the PLS and BHP for the Planning Scheme.

Grand Canal Ecological Corridor

The corridor will form a key element of the proposed Na Cluainte Park to the north and the Grand Canal Park to the south. It is an objective of the scheme to enhance the biodiversity and ecological character of the pNHA. Developments fronting onto the Canal shall facilitate the continuity of the ecological corridor through the planting of native tree and hedgerow species and with appropriate access to the northern towpath. The design of the Grand Canal ecological corridor shall be in accordance with the Parks and Landscape Strategy and Biodiversity Management Plan for the Planning Scheme.

All buildings shall be set back 50m from the Grand Canal pNHA boundary and development (with the exception of footpaths and bridges) shall be set 30m from the Grand Canal pNHA boundary. Development proposals along the Grand Canal Corridor shall be accompanied by ecological impact assessments undertaken by an appropriately qualified and experienced ecologist and in line with CIEEM guidelines (2016).

All development proposals along the Grand Canal shall be accompanied by a detailed landscaping plan, prepared by a suitably qualified landscape architect. The landscape plan shall address the varying topography of the SDZ lands and shall have regard to the pNHA and the Protected Species using this corridor. The plan shall also include details of hard and soft landscaping, proposed planting and sensitive lighting. Where new canal crossings (i.e footbridges/cycle bridges) are proposed, they shall be designed so as to avoid fragmentation of linear habitats associated with the Grand Canal corridor.

Local links

All development proposals for arterial and local link streets shall be accompanied by a detailed landscaping plan, prepared by a suitably qualified landscape architect and in accordance with Table 2.10.5 Design Criteria for local links (See also Section 2.8). The landscape plan shall include details of hard and soft landscaping and planting schedule.

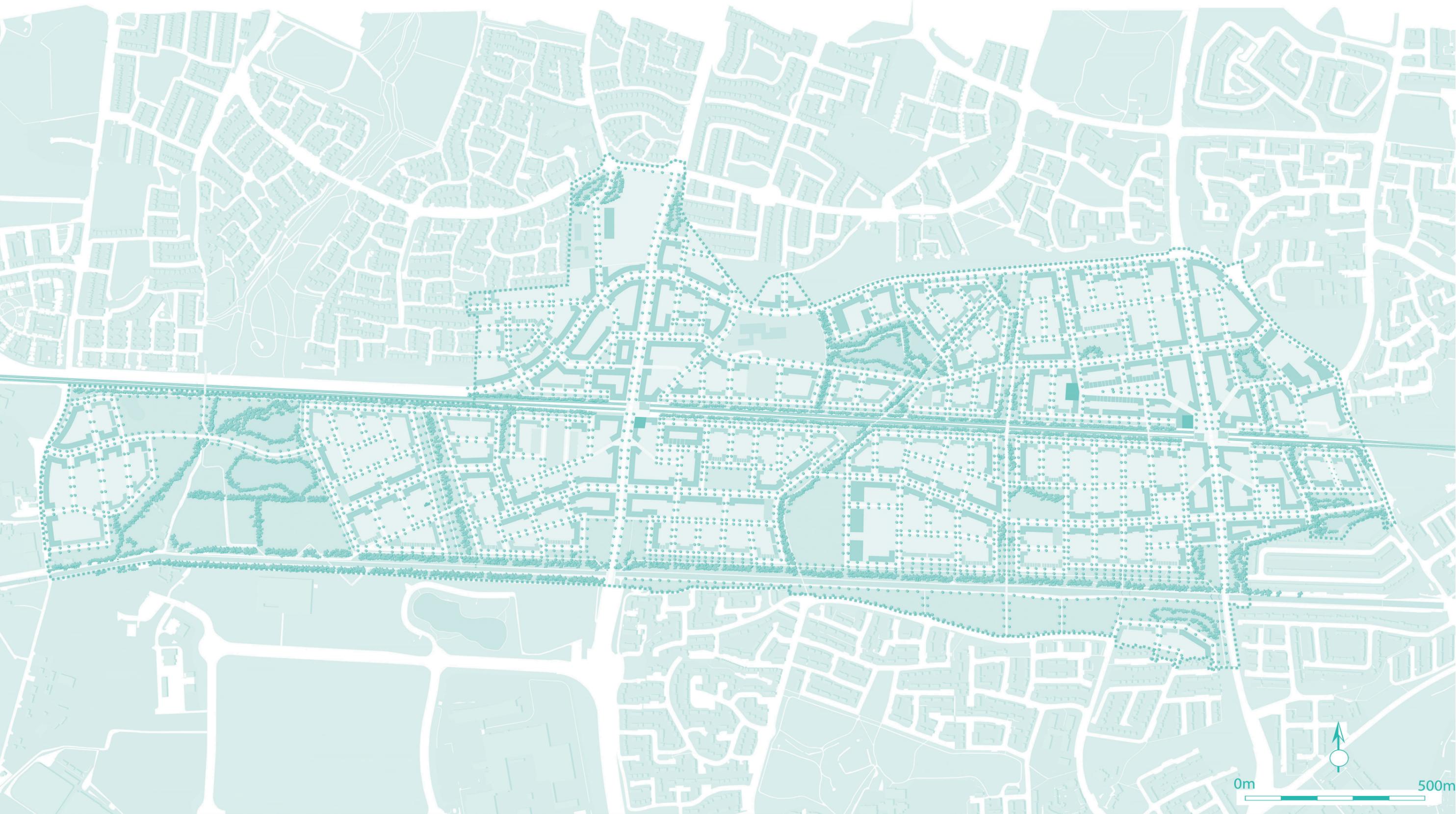
Table 2.10.5 | Design Criteria for Local Links

Local links	Objective	Components
Local links	To provide a fine network of local routes connecting local and strategic open spaces.	High quality pedestrian and cycle links. Tree lined streets and avenues.
	To prioritise comfortable use by pedestrians and cyclists.	Incorporation of small scale SUDS features such as swales, where appropriate.



This provides an uninterrupted corridor throughout a vast swathe of countryside through an array of habitats and is used by a number of species for commuting between various habitats.

3 Chartered Institute of Ecology and Environmental Management, Guidelines for Ecological Impact Assessment in the UK and Ireland- Terrestrial, Freshwater and Coastal



Section 2.11 Biodiversity and Natural Heritage

Overarching Principle

To maximise appropriate access to and use of the Grand Canal, Griffeen Valley Park and other biodiversity assets in an ecologically sensitive way, thereby offering unique selling points to the SDZ Planning Scheme.

3.3km
Canal frontage



2.11.1 Introduction

The SDZ lands benefit from rich and varied natural heritage features, habitats and landscapes, all of which are important in defining the character of Clonburris and in providing amenities for future residents. There are many benefits to protecting these and a key challenge of the Planning Scheme will be to balance the protection of the built and natural heritage and the management of change.

Any new development should enhance rather than diminish heritage features, structures and sites and places of interest such as the historic hedgerows, the Grand Canal and the protected species using the area. It is not possible to retain all habitats within the SDZ lands, however wherever possible, habitats have been retained within the Planning Scheme in the form of Natural Green Space around the Canal and Griffeen River, Kilmahuddrick stream, Public Open Space and retained hedgerows/treelines.

Key Principles

- » To seek to protect and enhance natural, built and cultural heritage features, where appropriate, such as the Grand Canal, streams, Protected Structures and barony and townland boundary hedgerows;
- » To improve the quality, character and continuity of the Grand Canal (pNHA);
- » To avoid or minimise the impact on protected species and their habitats;
- » To promote local heritage, the naming of any new residential development should reflect the local and historical context of its siting, and may include the use of the Irish language; and
- » Incorporate biodiversity and heritage into new developments.

2.11.2 Biodiversity and Natural Heritage Features

Grand Canal

The Grand Canal is a proposed Natural Heritage Area (pNHA) and comprises the canal channel and the banks on either side of it. It is considered to be the most valuable natural, built and cultural heritage asset on the lands. The ecological value of the canal lies in the diversity of species it supports along its linear habitats including Annex II of the EU Habitats Directive species Otter and White-clawed Crayfish, Bats species (Common Pipistrelle, Soprano Pipistrelle, Leisler's Bat, Daubenton's Bat and Brown Long-eared Bat), and also flora and fauna of local importance.

Any development within the SDZ lands shall assist with safeguarding and improving the quality, character and continuity of the Grand Canal (pNHA) and facilitating the protected species, biodiversity, and its contribution to a fully functioning Green Infrastructure network. The Planning Scheme provides for a 50m set-back for all buildings from the northern side of the Grand Canal pNHA boundary, to afford the optimal degree of protection to the Grand Canal ecological corridor.

In order to ensure the continuity of the character of the northern tow path as an ecological corridor, access to the northern tow path of the Grand Canal shall be carefully designed, in particular, access to areas of greatest sensitivity shall be avoided. Points of access to the northern towpath of the Canal shall be detailed in the Landscape and Parks Strategy (PLS) for the lands (see Section 2.10 Landscape and Open Space).

Appropriate access to the northern towpath shall be carefully designed based on site specific characterises and sensitivities (including lighting design, new planting of hawthorn and blackthorn species) and shall be set out in the LPS. (See also Sections 2.10)

Where new canal crossings i.e footbridges/cycle bridges are proposed, they shall be designed so as to avoid fragmentation of linear habitats associated with the Grand Canal Corridor.

To seek to protect and enhance natural, built and cultural heritage features.

All external lighting should be downlighting and should be time limited where possible. Lighting should be avoided in sensitive wildlife areas and light pollution, in general, should be avoided. Any additional nocturnal illumination of the canal corridor resulting from the development of the Planning Scheme should be kept to a minimum. Further lighting along the northern bank shall be restricted and shall be based on the sensitivities of bat species using the northern bank.

Ecological Corridors

There are three primary ecological corridors on the lands comprising the Grand Canal and associated towpath, Griffeen River and along the railway line.

The Griffeen River is used by species such as Trout and White-Clawed Crayfish, and also the Otter for both hunting and commuting. The Griffeen River corridor also links the Grand Canal to several habitats, including the River Liffey and as such is of importance to these species.

The rail line essentially provides an uninterrupted corridor through countryside, through an array of habitats and could be used by a large number of species for commuting between various habitats.

All development proposals within 50m of the Grand Canal pNHA boundary and feeder streams and 30m from the top of the bank of all watercourses shall be accompanied by an Ecological Impact Assessment. This shall be prepared by a qualified Ecologist and in line with *Guidelines for Ecological Impact Assessment in the UK and Ireland, Terrestrial, Freshwater and Coastal*⁴ (CIEEM 2nd ed 2016)

All development proposals should seek to enhance biodiversity and avoid or minimise loss of existing habitats and wildlife corridors.

In order to inform the Strategic Environmental Assessment (SEA) and the Planning Scheme, ecological surveys were carried out in 2015, 2016 and 2017.

Given the biodiversity value of the SDZ lands, a Biodiversity Management Plan (BMP) shall be prepared by a qualified Ecologist and be guided by relevant best practice guidelines and established techniques for habitats present on the SDZ lands. The BMP shall form part of the PLS. (See Section 2.10 Parks and Landscape Strategy).

Hedgerows

In addition to the primary ecological corridors, there is in excess of 30 km of hedgerow/treeline habitat within the SDZ lands. The Hedgerow/treeline habitat linking the Grand Canal Corridor and the Rail corridor should be retained where possible, in order to maintain the continued ecological integrity of these habitats including for foraging and commuting bats. Where these hedgerows cannot be retained, a new hedgerow network composed of the same species shall be planted along roadways within the development.

The important hedgerow along the Neilstown / Cappagh boundary should be enhanced and protected and as much as possible of the over thirty kilometres of hedgerow on the SDZ lands should be retained and protected and where these hedgerows cannot be retained, a new hedgerow network composed of the same species shall be planted along roadways within the development.

Where possible, trees along the boundary of the SDZ lands be protected and retained.

A Method Statement for the construction, planting regime and species selection of both 'dry' and 'wet' hedgerows shall be provided with all planning applications for developments within 10m of existing hedgerows along the barony boundary, the Grand Canal and the Griffeen and Kilmahuddrick streams.

The Grand Canal is a proposed Natural Heritage Area (pNHA) and comprises the canal channel and the banks on either side of it. It is considered to be the most valuable natural, built and cultural heritage asset on the lands.



4 Chartered Institute of Ecology and Environmental Management

Protected Species

A number of rare and protected species have been observed using the site especially close to the Grand Canal and the Griffeen Stream. Protected Species recorded on the site include Otter, White Clawed Crayfish (population likely to be of international importance), and five Bats species (Common Pipistrelle, Soprano Pipistrelle, Leisler's Bat, Daubenton's Bat and Brown Long-eared Bat). In addition to the protection of existing protected species recorded on the site the Council and other stakeholders shall actively improve and enhance the natural habitat in order to increase the population of the protected species.

The disturbance of bats or otters or their breeding or resting places, is an offence under domestic and international law. In the event that there is no satisfactory alternative, a derogation licence shall be sought from the relevant authorities prior to applying for planning permission. In general, habitats for the otters and bats should be improved and increased and a stronger commitment given to all wildlife protection.

In order to comply with European and National legislation on nature conservation, and to ensure that areas of biodiversity value are adequately protected, an EclA, prepared by a qualified Ecologist and in line with Guidelines for Ecological Impact Assessment in the UK and Ireland, Terrestrial, Freshwater and Coastal (CIEEM 2nd ed 2016) shall be required for development proposals that have the potential to impact on environmentally sensitive sites in particular within 50m of the Grand Canal, and 30m of the Griffeen River and the Kilmahuddrick stream.

Environmentally sensitive sites are defined as sites that are protected under EU and National Legislation, sites that may be in use by, or contain protected species or habitats; or sites that are in proximity to watercourses. All development proposals should seek to enhance biodiversity and avoid or minimise loss of existing local habitats and wildlife corridors.

Invasive species

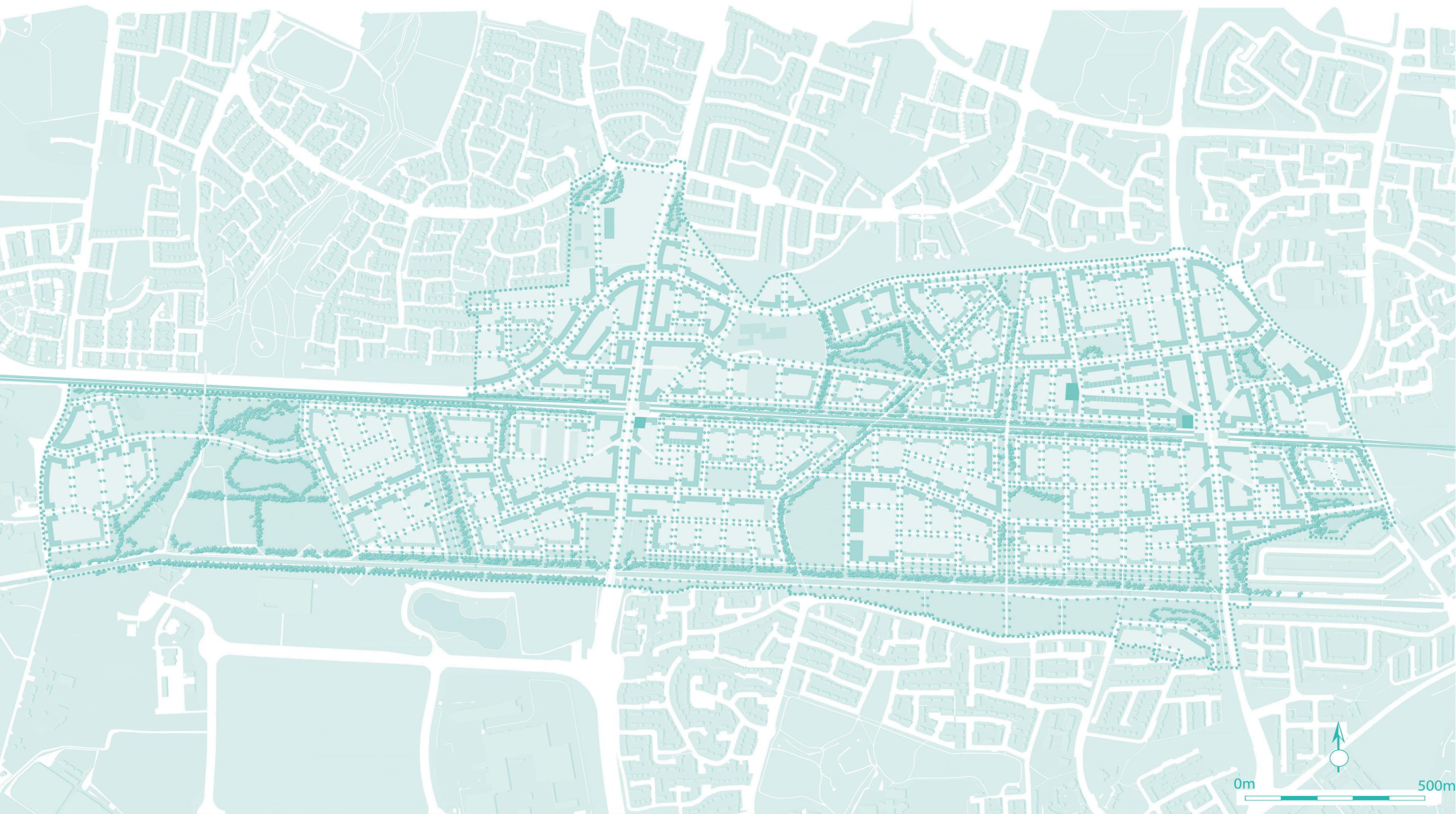
Three invasive species occur within the SDZ lands; Japanese Knotweed (*Fallopia japonica*); Himalayan Balsam (*Impatiens glandulifera*); and Canadian Waterweed (*Elodea canadensis*). No development shall take place on the lands until an Invasive Species Management and Control Plan (ISMCP) has been prepared and implemented to prevent the introduction of any new species, prevent the movement and spread of any existing species and eradicate any existing species from the lands. The intent of an ISMCP is that all equipment and material must arrive at the site free of any invasive plant species propagules and that all equipment and material leaving the site must be free of any invasive plant species propagules. The ISMCP shall be prepared by a suitably qualified person and shall include the following objectives:

- » To prevent the introduction of any new species of alien invasive plant to the SDZ lands;
- » To prevent the movement and spread of any existing alien invasive plant species on the SDZ lands;
- » To eradicate any populations of invasive alien plant species on the SDZ lands;
 1. The Invasive Species Management and Control Plan shall Identify and map existing alien invasive plant species present within the SDZ lands and immediate area;
 2. Eradicate any populations of invasive species in accordance with best practice principles and guidelines issued by Invasive Species Ireland and National Parks and Wildlife Service;
 3. Annual monitoring of the site for 5 years post eradication to ensure that any populations of alien invasive plant species have been eradicated; and
 4. Traceability of all imported material and the imposition of requirement for certification of all imported material as being free of propagules of any Third Schedule-listed alien invasive plant species.

2.11.3 Place Names

Established place names are key elements of local context and wayfinding. Existing place names should be retained and their use promoted through the proposed development, particularly through the use of public art, and the marking of barony boundaries where appropriate. Proposed names of estates and areas to be finalised only after consultation with the emergency services where names of new estates are similar to that of existing.





Section 2.12 Archaeological Heritage and Architectural Heritage

Overarching Principle

To retain and enhance architectural heritage and archaeological heritage features, sites and structures within the SDZ lands by encouraging conservation and incorporation including adaptive re-use, where appropriate, within the built fabric and landscape of the SDZ Lands.



2.12.1 Introduction

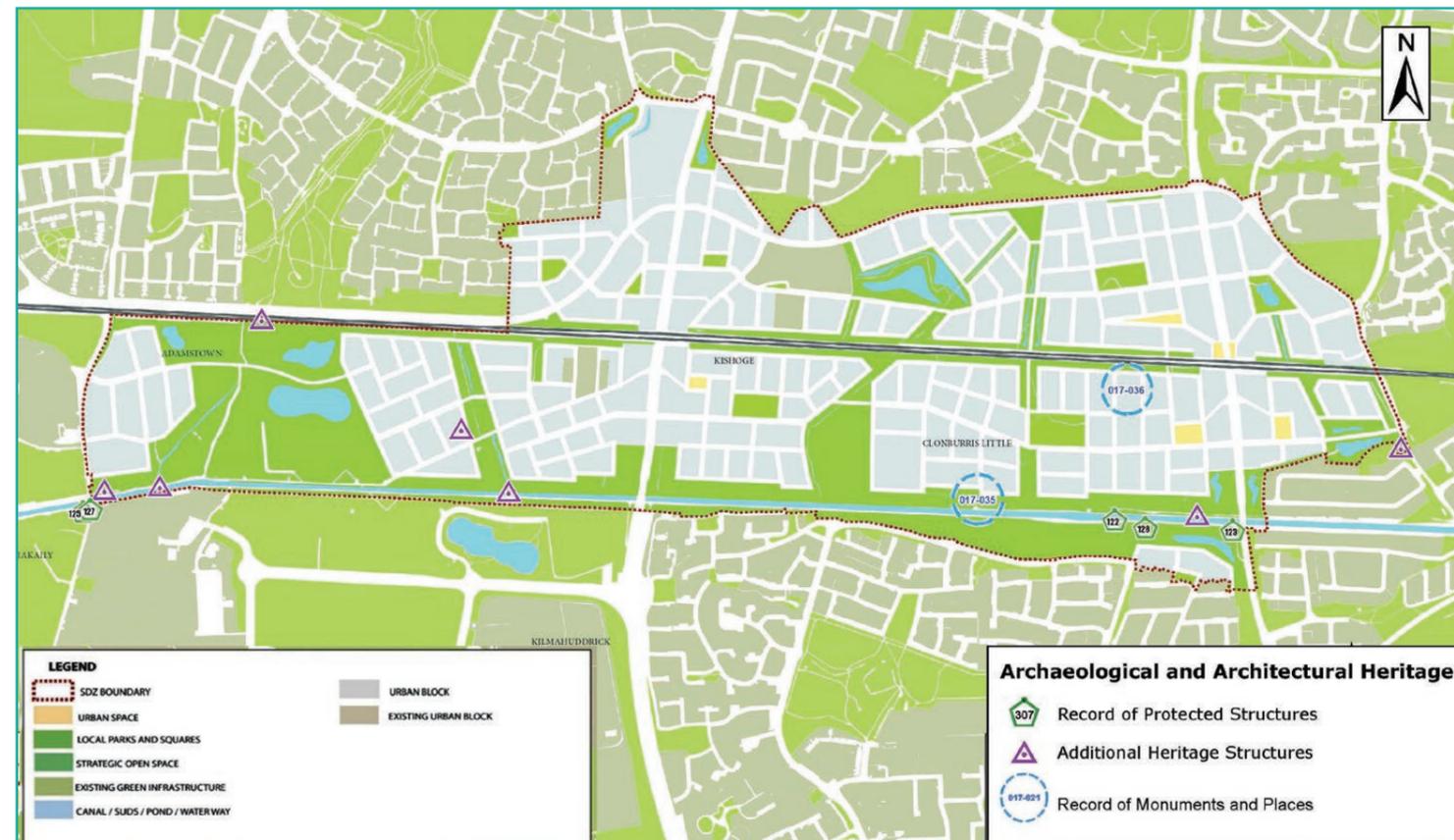
The SDZ lands are situated in an area of South Dublin County that bears extensive evidence of settlement and activity dating back to prehistoric times. Activity in the area continued into the 18th and 19th Centuries with the construction of the Grand Canal and the Great Southern and Western Railway Line across the Planning Scheme lands, together with the construction of other architectural features and structures.

Within the context of the significant potential for further and previously unidentified archaeological sites and objects within the SDZ lands together with the existence of a variety of structures of architectural merit, this Planning Scheme seeks to protect archaeological and architectural heritage in the interest of proper planning, place making and tourism. The Archaeological and Architectural Heritage Concept for this Planning Scheme is illustrated under Figure 2.12.1.

Key Principles

- » To incorporate Architectural Heritage structures and features throughout the SDZ lands in a manner that promotes place making and capitalises on the unique industrial heritage of the surrounding area; and
- » To ensure that the high archaeological potential of the SDZ lands is fully considered and valued throughout the design and construction process.

Figure 2.12.1 | Archaeological and Architectural Heritage Concept



2.12.2 Architectural Heritage

The construction of the Grand Canal in the mid-18th Century was a defining and lasting feat of engineering that significantly transformed the landscape of the SDZ lands and left a wealth of industrial heritage features along its route. As an indication of the architectural merit of the Grand Canal, all five Protected Structures within the SDZ lands that are listed under the *South Dublin County Council Development Plan 2016 – 2022* relate to the Grand Canal as follows:

Table 2.12.1 | Protected Structures within SDZ Lands

Development Plan & RPS Ref.	Address/Location
122	Omer Lock House
123	10 th Lock
125	12 th Lock
127	Leck Bridge
128	11 th Lock

Construction of the first stretch of the Grand Canal began at Clonburris under the guidance of Thomas Omer, the original engineer appointed to the project and to whom the Lock House (Protected Structure) located within the SDZ lands bears its name. Within this context, additional canal structures and other 18th and 19th century structures of architectural merit have been identified on the lands during the preparation of this Planning Scheme in addition to the designated Protected Structures.

The additional structures of architectural merit are described and listed under a combined Archaeological and Architectural Heritage Inventory that accompanies this Planning Scheme, which also includes details of the Protected Structures. Both the Protected Structures and Additional Heritage Structures are also identified on Figure 2.12.1.

Development within the SDZ lands should be designed and carried out in a manner that protects and conserves all Protected Structures within the SDZ lands and, where possible, retains and conserves the Additional Heritage Structures as well as any further features of interest.

The rehabilitation, renovation, incorporation and appropriate use and re-use of structures of architectural merit including Protected Structures and

the Additional Heritage Structures is therefore promoted by this Planning Scheme. Key requirements in relation to some of the structures are set out in Chapter 3 (Development Areas).

Proposals to extend, alter or refurbish any of the Protected/Additional Heritage Structures identified under this Planning Scheme should be sympathetic to their special character and integrity (including historic curtilage and visual setting) and should be appropriate in terms of architectural treatment, character, scale and form. All such proposals shall be consistent with the *Architectural Heritage Guidelines for Planning Authorities* (2011) and in accordance with good conservation practice adhering to conservation principles.

Figure 2.12.2 | Duncan's Map of SDZ Lands (1821)

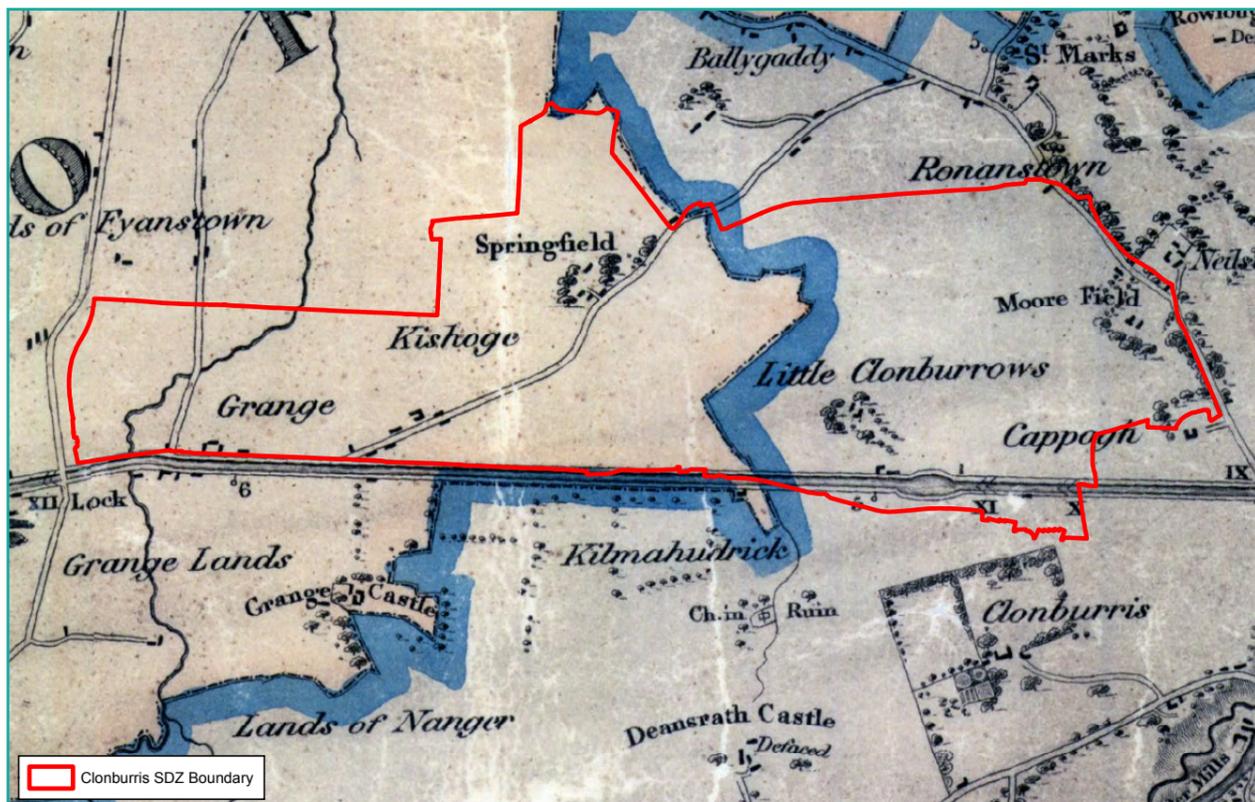


Figure 2.12.3 | View West of 12th Lock from 12th Lock Bridge



Development proposals for works to a structure that is considered to be of significant architectural merit (Protected Structures in particular) should therefore be accompanied by a Method Statement that describes the proposed works. In the case of works that have the potential to have a significant impact on the special interest of any such structure, an Architectural Heritage Impact Assessment may also be required. Such statements/assessments shall be prepared in accordance with the requirements of the *Architectural Heritage Guidelines for Planning Authorities* (2011).

Where possible and appropriate, any further local historic features that contribute to the character, interest or visual interest of the area (mill races, overflows, aqueducts, viaducts, tow paths and bridge features etc.) should also be identified, retained and refurbished as part of the development of the SDZ lands.

Where relevant, the incorporation of features and structures of architectural merit should be detailed and described within design statements for all medium to large scale development proposals (see Section 2.8.2 – Design Criteria) on the SDZ lands.

2.12.3 Archaeological Heritage

The environs around Clonburris are thought to have witnessed a continuity of human activity dating back to the Neolithic Period (4000 – 2400 BC). This is evidenced by a variety of sites, finds and monuments ranging from the Neolithic to the Bronze Age periods and onto the Medieval and Post Medieval Periods. This has created a landscape that is rich in archaeological material.

The inventory that accompanies this Planning Scheme includes a summary of notable archaeology monuments, finds and sites (pre 1700 AD) both within and around the environs of the SDZ lands. The inventory includes reference to two Recorded Monuments situated within the SDZ Lands (see Figure 2.12.1 also), which are as follows:

Table 2.12.2 | Recorded Monuments within SDZ Lands

Recorded Monument and Map Ref.	Address/Location	Class
DU017-035	Clonburris Little	Enclosure
DU017-036	Cappagh	Enclosure

In addition to the Recorded monuments, preliminary archaeological survey work carried out on the SDZ lands (townlands of Neilstown, Cappagh and Clonburris Little – see Figure 2.12.5) suggests the presence of further archaeological sites including two possible enclosures/ringforts dating from the Early Medieval Period. Significant archaeological finds have also been made adjacent to the northern and southern boundaries of the SDZ lands.

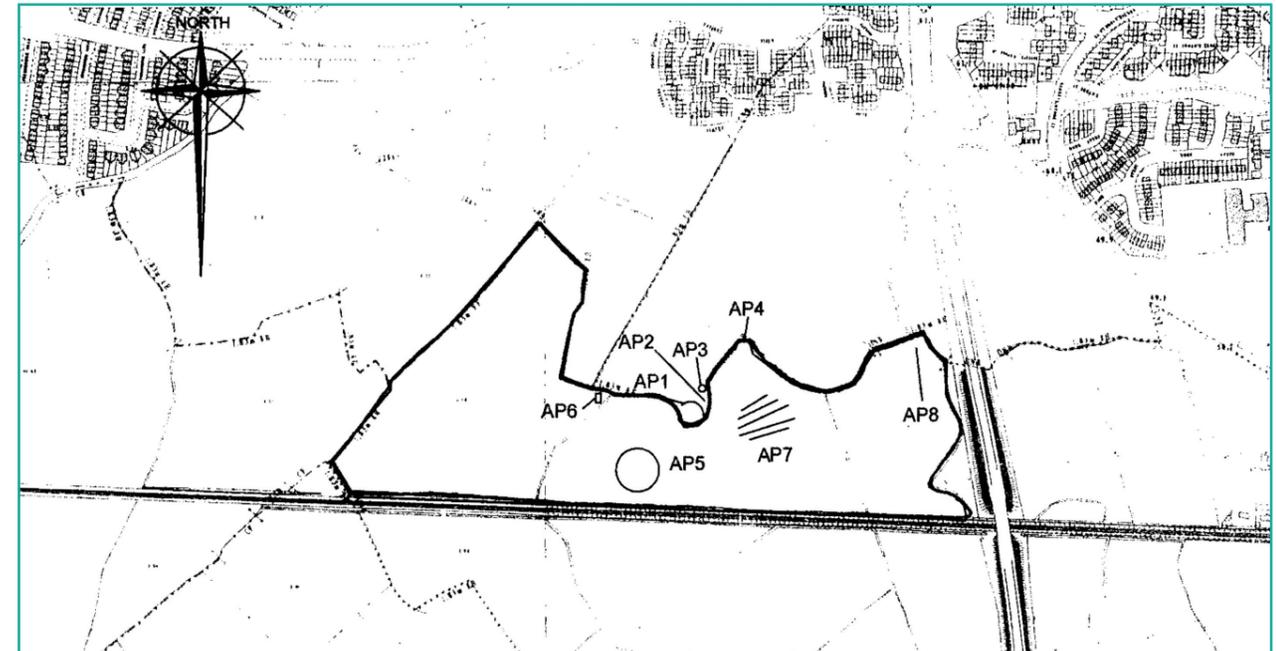
The SDZ lands are therefore considered to have a relatively high archaeological potential. Within this context, development should be designed and carried out in a manner that protects archaeological heritage and avoids adverse impacts on sites, objects or features of significant archaeological interest.

In accordance with the recommendations of the *Framework and Principles for the Protection of Archaeological Heritage* (1999), in-situ preservation of archaeological features is favoured. Regard shall therefore be had in relation to potential impacts on archaeological heritage before commencement of development and any known or discovered features or sites should be sensitively incorporated where possible.

Figure 2.12.4 | Grange House – Example of Heritage Structure



Figure 2.12.5 | Unrecorded Features Identified by Previous Field Survey Work on SDZ Lands



Source: EIS - SD02A/0296 - PL06S.200407

Applications for development within the SDZ lands should therefore be accompanied by desktop analysis and field survey work carried out by a licensed archaeologist. Such survey work should seek to identify known archaeological sites, previously unrecorded features and suspected sites together with any portable finds.

Development that has been pre-determined to have the potential to disturb archaeological sites, objects or features shall be supported by an Archaeological Impact Assessment and Mitigation Strategy particularly for development within the vicinity of known archaeological sites and previously unrecorded features identified through archaeological survey work.

Furthermore, development within the SDZ lands should be subject to archaeological monitoring by a licensed archaeologist during the stripping of topsoil together with any further specific requirements.

The decision to carry out Archaeological Impact Assessment (including Archaeological Testing) or Archaeological Monitoring should also be informed by advice from the Department of Arts, Heritage and the Gaeltacht (DAHG) together with the considerations of SDCC. Full Archaeological Excavation shall also be carried out where it is recommended by the DAHG.

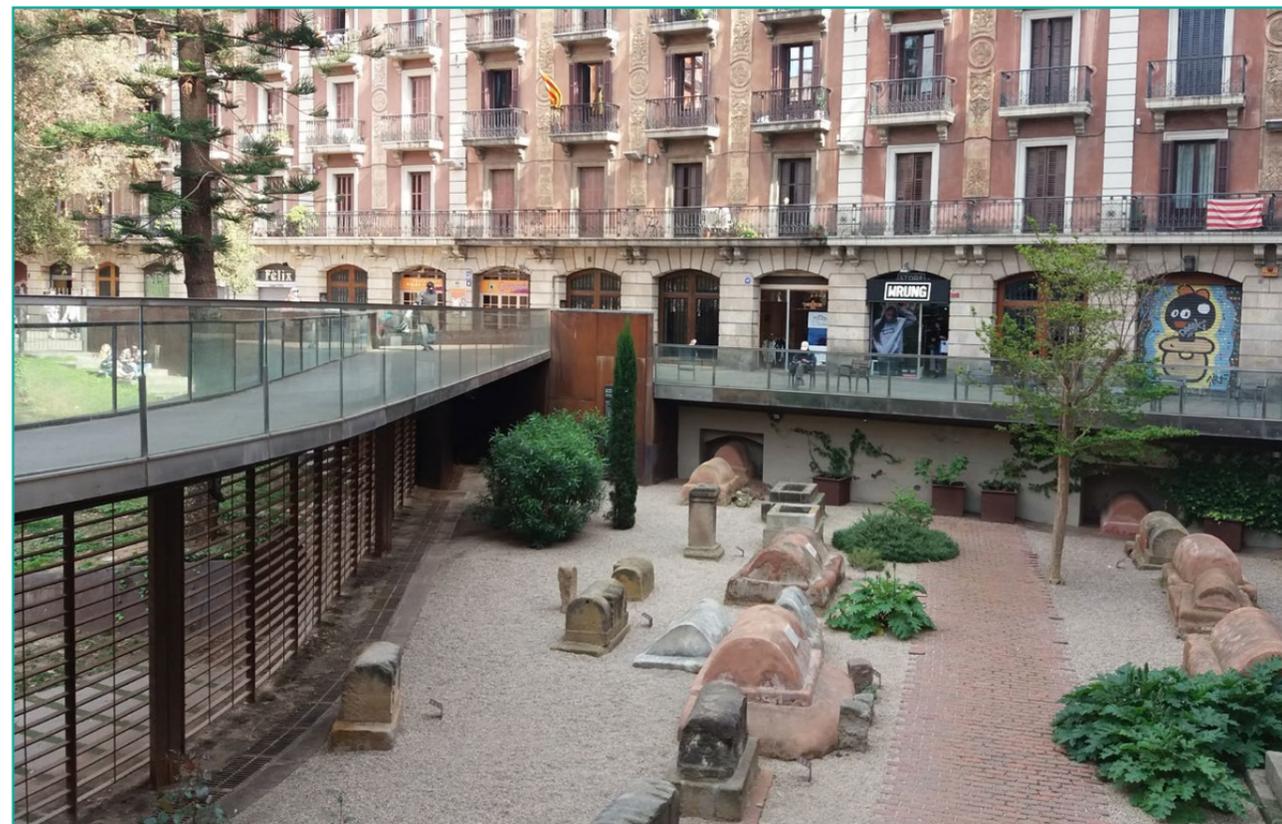
Where appropriate, the incorporation of any known or discovered archaeological sites or features should be detailed and described within design statements for all medium to large scale development proposals (see Section 2.8.2 – Design Criteria) on the SDZ lands.

This Planning Scheme seeks to protect the archaeological and architectural heritage of the SDZ lands in the interest of proper planning, place making and tourism.

Figure 2.12.6 | Example of Archaeological Testing of Prehistoric Site



Figure 2.12.7 | Example of Incorporation of Ancient Cemetery into Urban Space



Section 2.13 Overall Proposals for Development

The aim of this section is to provide the cumulative quantifiable parameters outlined in the Planning Scheme. The development of the SDZ lands is required to be consistent with the overall Planning Scheme and the written text and parameters in the individual sections should be read in conjunction with the table and maps below.

Figure 2.13.1 and Figure 2.13.2 visualise the completed scheme to provide a context to Table 2.13.1. Figure 2.13.3 should be read in conjunction with Table 2.13.1.

Table 2.13.1 outlines a summary of the quantitative parameters contained within the Planning Scheme. Figure 2.13.3 and Figure 2.13.4 outlines the Development Areas (in colour) and the sub sectors for each Development Area (for example, label CNW-S1 is Clonburr North West Sector 1).

Table 2.13.1 outlines a summary of the quantitative parameters contained with the Planning Scheme document. Figure 2.13.3 outlines the Development Areas (in colour) and the sub sectors for each Development Area (for example, label CNW-S1 is Clonburr North West Sector 1).

Slight plot adjustment for each Sub Sector may be acceptable provided that this would not affect prescribed dwelling numbers/densities or non-residential floorspace for any Sub Sector; would not significantly affect the gross or net development area of any Sub Sector. The onus is on developers/applicants to demonstrate that a proposed development involving a plot adjustment would not significantly affect the prescribed alignment or centre line of any fixed street; would not significantly affect prescribed building lines of any fixed street; would not adversely impact on the environment or environmental objectives contained in the SEA Environmental Report (including required setback from the Grand Canal); and would not have any implications in relation to European Sites.

Figure 2.13.1 | 3 Dimensional view of the Planning Scheme



Figure 2.13.2 | Overall Planning Scheme

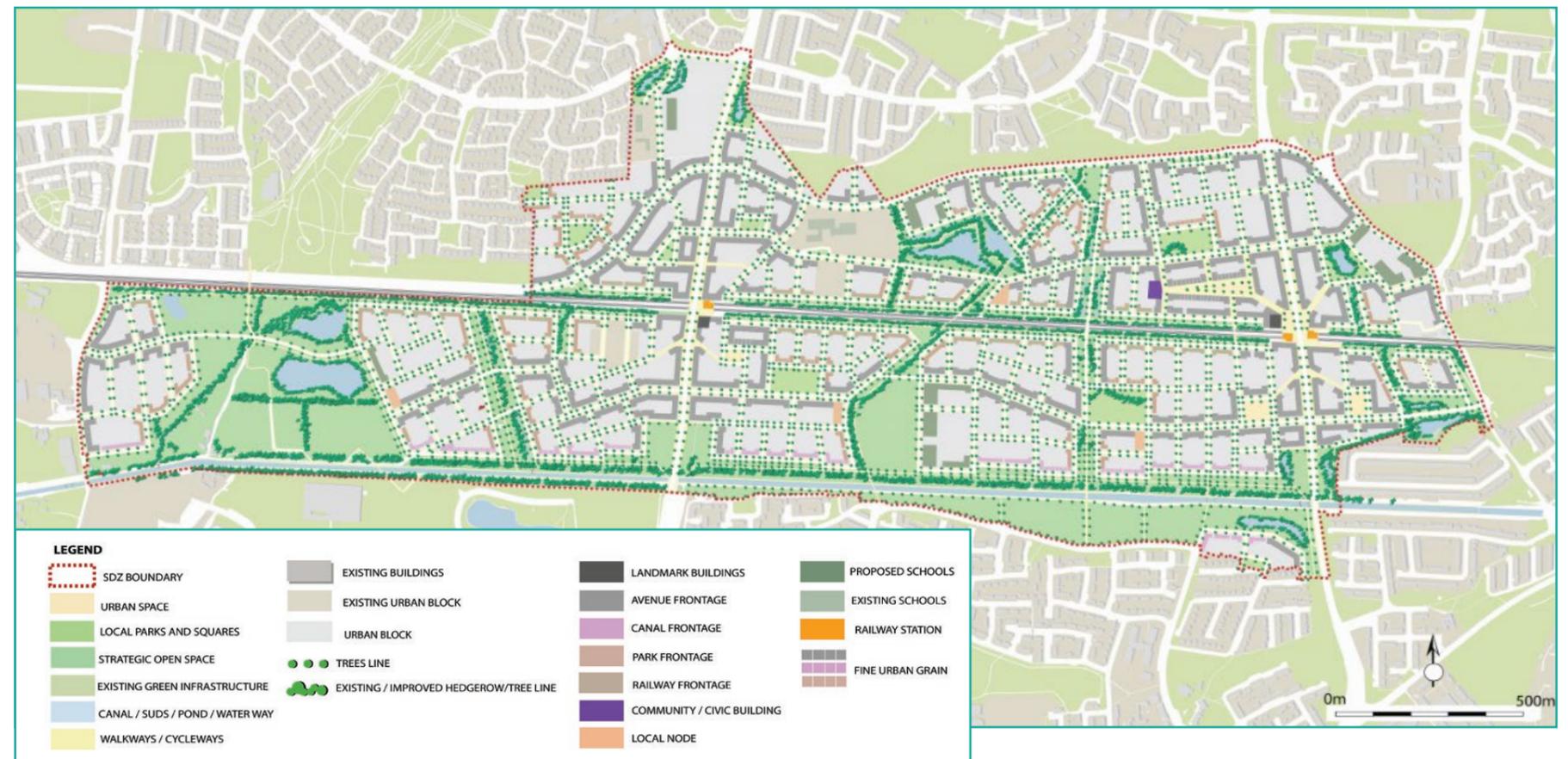


Figure 2.13.3 | Development Areas in Clonburriss and Sub Sectors

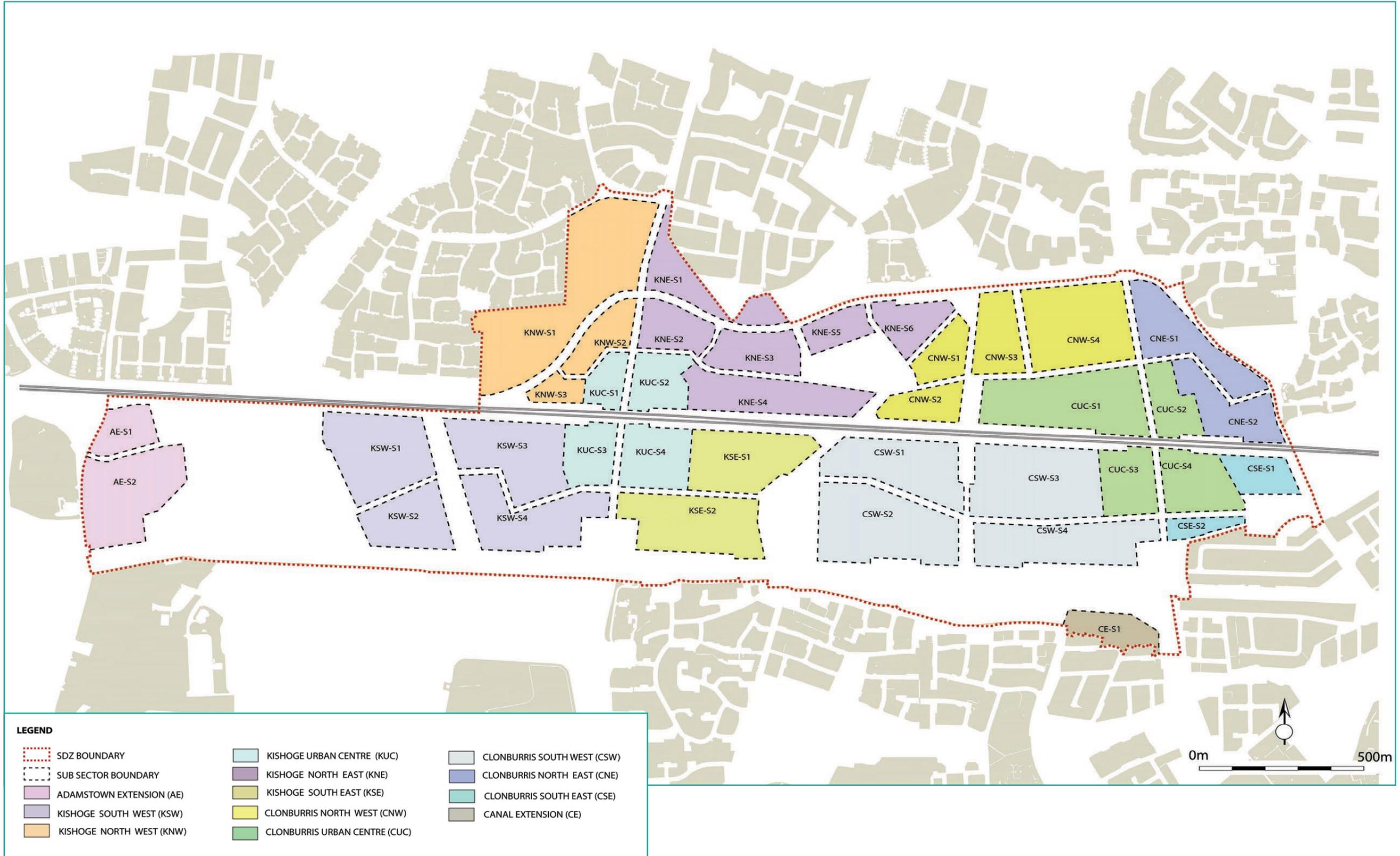
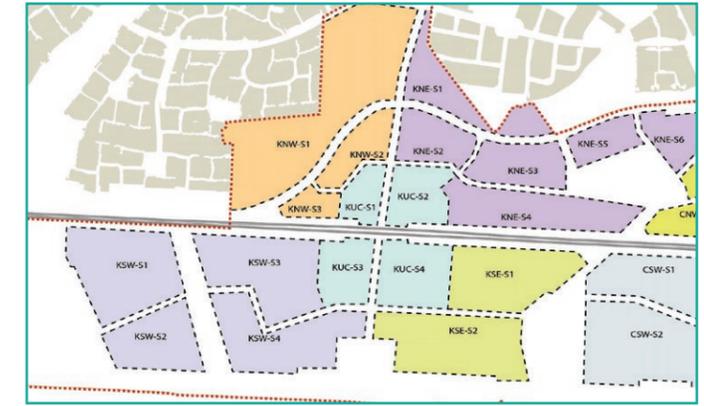


Table 2.13.1 Summary of Planning Scheme Tables



Place	Development Areas	Sub-Sector	Gross Areas (ha.)	Net Area (ha.)	Average Net Density - Low Margin (-5 DPH)	Average Net Density - High Margin (+5 DPH)	Total Dwellings (Low Margin)	Total dwellings (Target)	Total Dwellings (High Margin)	Retail GFA (sqm)	Employment GFA (sqm)	Community / Civic Building GFA (sqm)	Local Parks and Squares (sqm)	School Sites (Existing or Proposed)	
										<i>Retail (Maximum)</i>	<i>Non-retail (Minimum)</i>	<i>Minimum</i>	<i>Minimum</i>		
CLONBURRIS	Clonburris Urban Centre	CUC-S1		8.21	65	150	534	883	1,232	12,920	4,515	2,500	6,000		
		CUC-S2		2.56	73	150	187	285	384	800	4,500		800		
		CUC-S3		3.31	65	150	215	356	497	1,600	4,500		4,800		
		CUC-S4		3.82	67	150	258	414	573	1,200	5,000		3,600		
		Sub-total		17.9	17.90		1,194	1,938	2,686	16,520	18,515	2,500	15,200	0	
	Clonburris North West	CNW-S1			2.17	45	55	98	109	119					
		CNW-S2			2.31	45	55	104	116	127	650	200	600		
		CNW-S3			3.37	55	65	185	202	219					
		CNW-S4			6.52	50	60	326	356	391				9,700	
		Sub-total		15.21	14.37		713	783	856	650	200	600	9,700	0	
	Clonburris North East	CNE-S1			3.31	63	73	209	224	242					
		CNE-S2			4.19	39	49	163	186	205				15,300	
		Sub-total		9.58	7.50		372	410	447	0	0	0	15,300	1	
	Clonburris South West	CSW-S1			6.33	45	55	285	317	348					
		CSW-S2			4.84	45	55	218	242	266					
		CSW-S3			8.27	51	61	422	461	504				14,300	
		CSW-S4			6.54	59	69	386	421	451	650	200	600		
		Sub-total		29.56	25.98		1,311	1,441	1,569	650	200	600	14,300	2	
	Clonburris South East	CSE-S1			2.17	51	61	111	122	132				4,300	
		CSE-S2			1.13	65	75	73	79	85					
Sub-total			3.3	3.30		184	201	217	0	0	0	4,300	0		
Canal Extension	CE-S1			2.27	48	58	110	121	133				2,500		
	Sub-total		2.27	2.27		110	121	133	0	0	0	2,500	0		
Clonburris Sub Totals			77.82	71.32			3,880	4,894	5,908	17,820	18,915	3,700	61,300	3	



Place	Development Areas	Sub-Sector	Gross Areas (ha.)	Net Area (ha.)	Average Net Density - Low Margin (-5 DPH)	Average Net Density - High Margin (+5 DPH)	Total Dwellings (Low Margin)	Total dwellings (Target)	Total Dwellings (High Margin)	Retail GFA (sqm)	Employment GFA (sqm)	Community / Civic Building GFA (sqm)	Local Parks and Squares (sqm)	School Sites (Existing or Proposed)	
										Retail (Maximum)	Non-retail (Minimum)	Minimum	Minimum		
KISHOGE	Kishoge Urban Centre	KUC-S1		1.59	65	125	103	151	199	300	2,400		1,500		
		KUC-S2		2.79	65	125	181	265	349	300	2,400				
		KUC-S3		2.72	65	125	177	258	340	300	2,400				
		KUC-S4		3.84	65	125	250	365	480	2,600	4,600	1,500	2,200		
		Sub-total		11.16	10.94			711	1,039	1,368	3,500	11,800	1,500	3,700	
	Kishoge North West	KNW-S1			7.73	42	52	325	360	402				12,800	
		KNW-S2			2.27	55	65	125	136	148					
		KNW-S3			1.16	55	65	64	70	75					
		Sub-total		16.57	11.16			514	566	625	0	0	0	12,800	2
	Kishoge North East	KNE-S1			3.50	48	58	168	186	203				3,500	
		KNE-S2			2.57	49	59	126	138	152				2,700	
		KNE-S3													
		KNE-S4			4.72	45	55	212	235	260				3,300	
		KNE-S5			0.80	45	55	36	40	44					
		KNE-S6			2.77	45	55	125	139	152					
		Sub-total		19.9	14.36			667	738	811	0	0	0	9,500	2
	Kishoge South West	KSW-S1			6.12	40	50	245	275	306	550	200	600		
		KSW-S2			4.09	40	50	164	184	205					
		KSW-S3			5.32	46	56	245	274	298				3,800	
		KSW-S4			6.02	49	59	295	326	355					
	Sub-total		23.57	21.55			949	1,059	1,164	550	200	600	3,800	1	
Kishoge South East	KSE-S1			5.72	45	55	257	288	315				9,200		
	KSE-S2			6.78	52	62	353	390	420	650	200	1,500			
	Sub-total		12.5	12.50			610	678	735	650	200	1,500	9,200		
Kishoge Sub Totals			83.70	70.51			3,451	4,080	4,703	4,700	12,200	3,600	39,000	5	
ADAMSTOWN EXTENSION	Adamstown Extension	AE-S1		2.19	43	53	94	105	116						
		AE-S2		7.00	43	53	301	338	371						
Adamstown Extension Sub Totals			9.19	9.19			395	442	487	0	0	0	0	0	
Total (Places)			170.71	151.02			7,730	9,416	11,098	22,520	31,115	7,300	100,300	8	

		Gross Areas (ha.)
Strategic Infrastructure (Gross)	Link Streets	10.78
	Canal corridor - North	12.40
	Canal corridor - South	11.40
	Barony - North	3.50
	Barony - South	4.00
	Cappaghmore	1.00
	Griffin Valley Park Extension	15.00
	Other - Predominantly unassigned Green areas with some existing residential development	29.61
Total		87.69

Notes

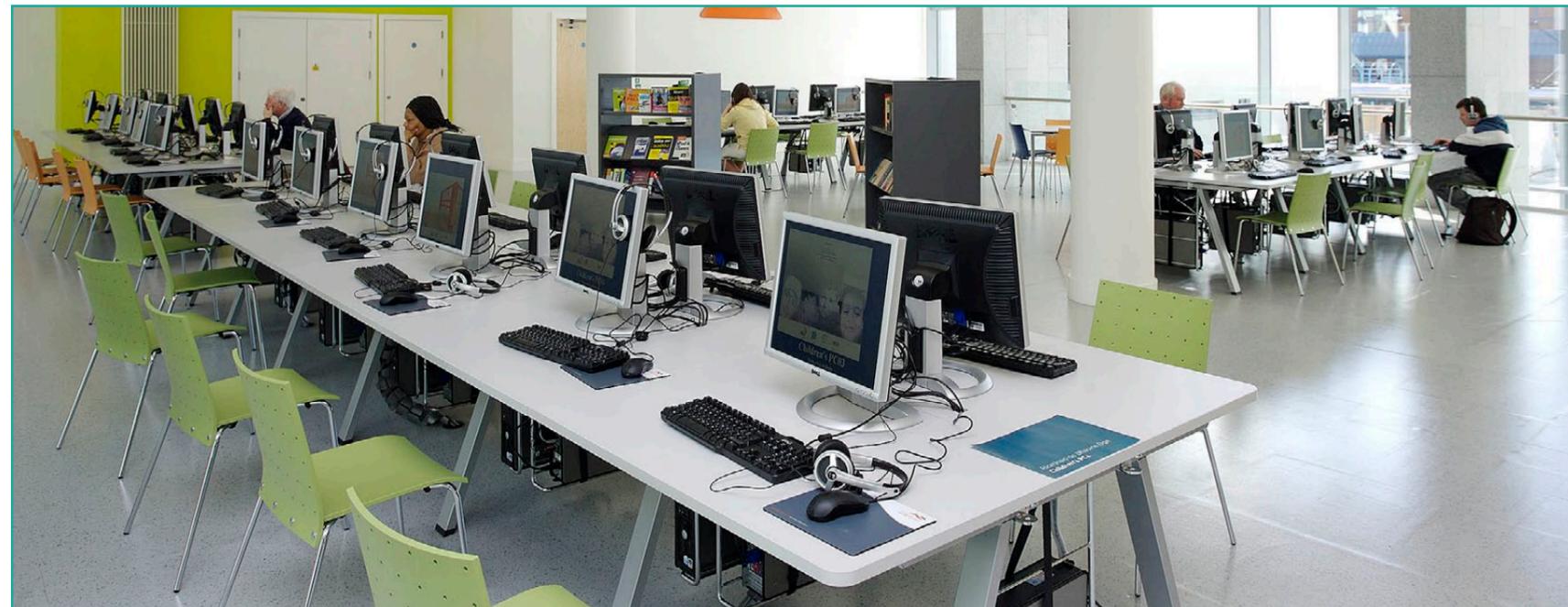
Overall developable area is the developable area excluding strategic corridors

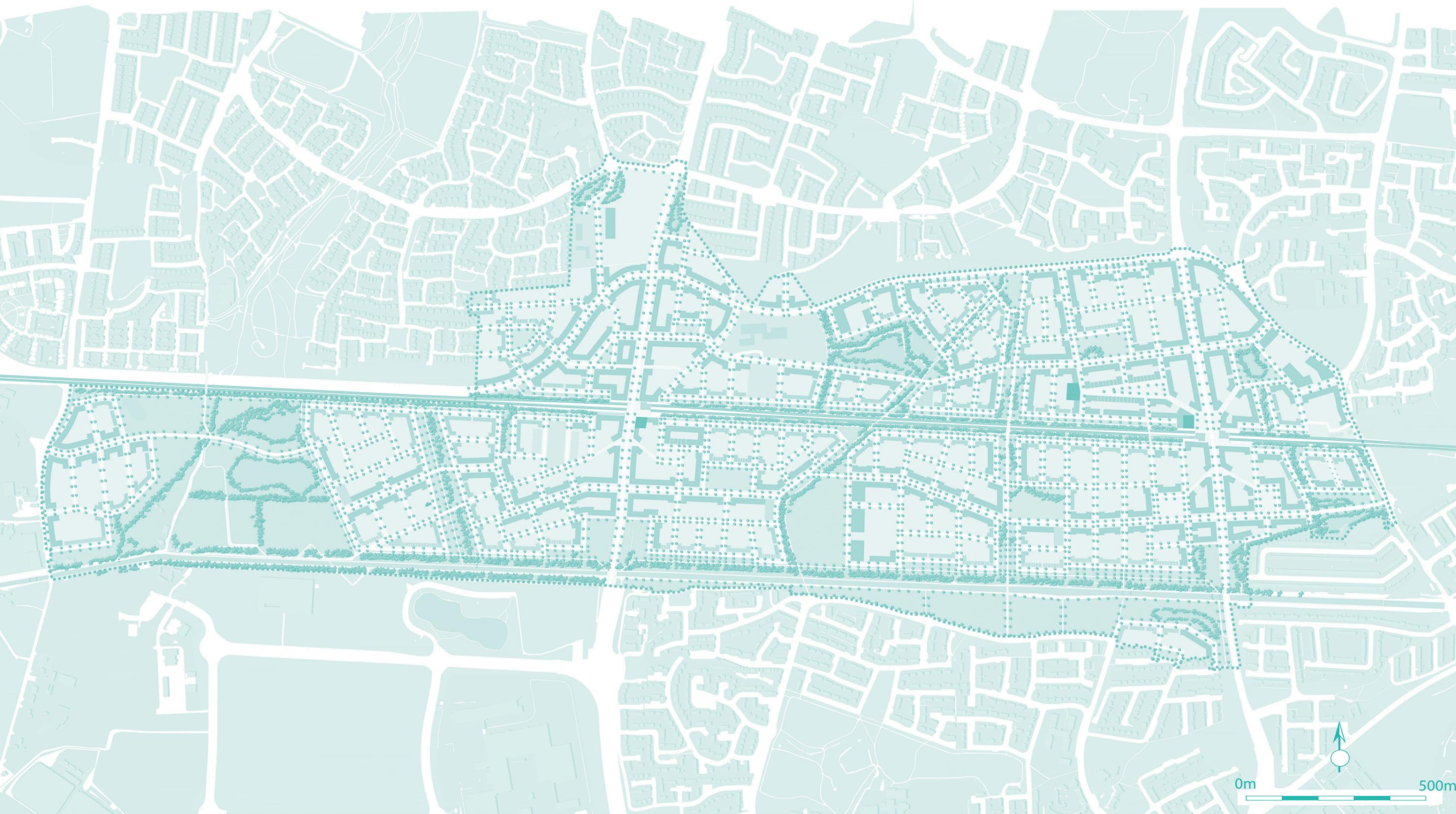
Strategic corridors consist of the Railway, arterial routes and canal.

The overall gross development area is the developable area excluding strategic infrastructure and strategic corridors.

The net development area is the gross development area excluding the school sites and some existing residential areas.

OVERALL DEVELOPABLE AREA		258.40
Existing Strategic Corridors		22.6
Overall Plan Lands		281.00





3

Character Areas and Development Areas



3.1 Introduction

3.2 Character Areas

3.3 Development Areas

- Development Area 1: Clonburris Urban Centre
- Development Area 2: Clonburris South East
- Development Area 3: Clonburris South West
- Development Area 4: Clonburris North East
- Development Area 5: Clonburris North West
- Development Area 6: Kishoge Urban Centre
- Development Area 7 : Kishoge North West
- Development Area 8: Kishoge South West
- Development Area 9: Kishoge South East
- Development Area 10: Kishoge North East
- Development Area 11: Adamstown Extension
- Development Area 12: Canal Extension



3.1 Introduction

Development on the planning scheme lands will be primarily residential in character and will be supported by commercial, retail and community floorspace also.

The lands will accommodate three defined character areas; Adamstown Extension, Kishoge and Clonburris. Each character area is divided into development areas with two centres at Kishoge and Clonburris, the details of which are set out below. Each development area is accompanied by a masterplan map, key principles, key characteristics and a 3D image for illustrative purposes.

The Planning Scheme masterplan map (Figure 3.1) details the fixed elements which must be adhered to in the development areas (See Figure 2.8.5), including those that relate to block frontages and their associated street alignments, with flexible elements in between for which there is a level of discretion that will be applied in formulating later stage design proposals.

It should be noted that the 3D images indicate both the fixed and flexible elements, in the interest of clarity. In all cases, the masterplan map takes precedence over the 3D images.

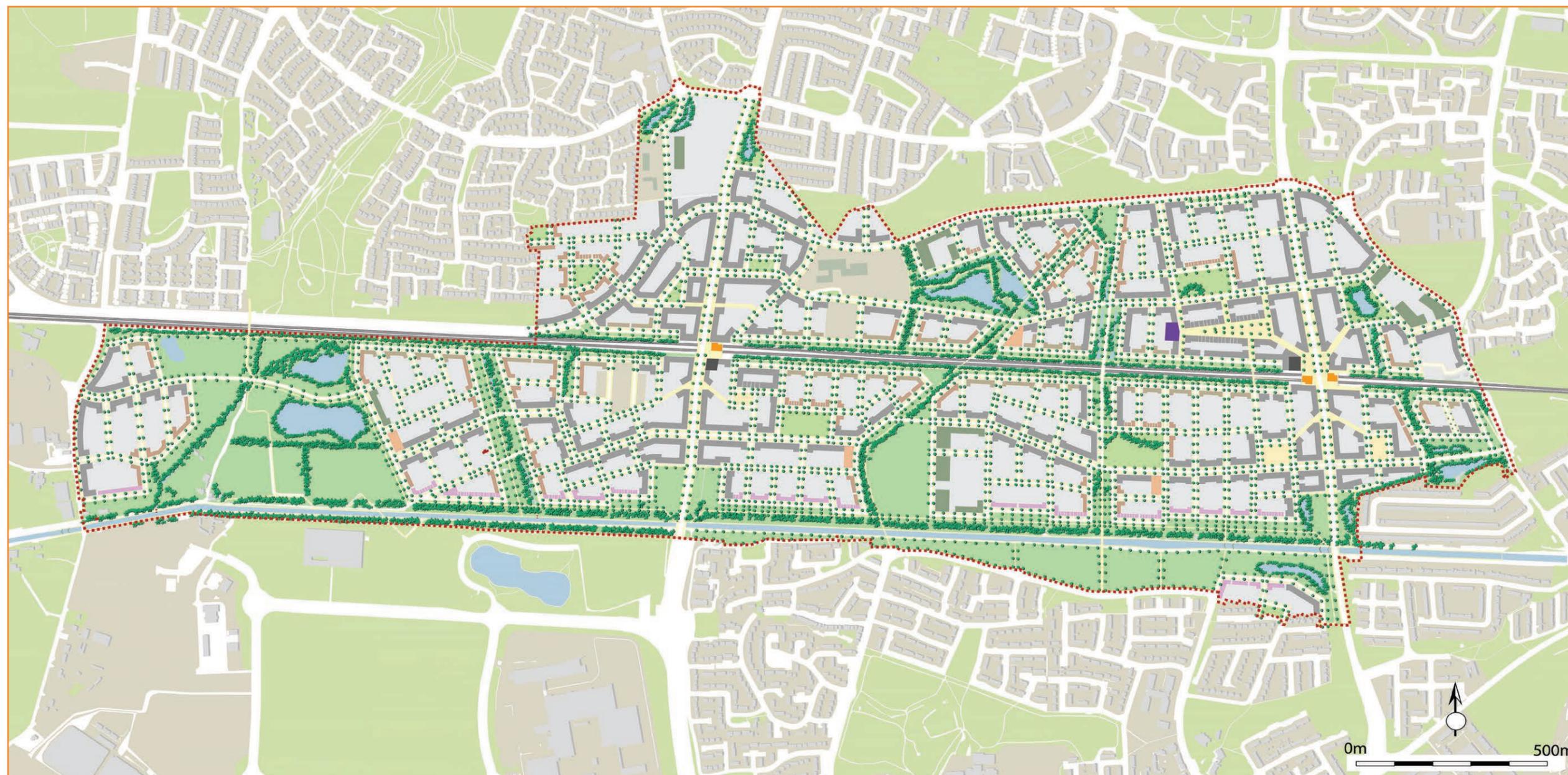
Key Principles

The key principles are as follows:

- » Ensure that each character area is developed with open ended and integrated pedestrian and cycle routes that link with the main centres and adjacent neighbourhoods;
- » Ensure that each character area is developed with regard to the required prescriptive statistical parameters in particular; identify densities, social and affordable housing, community and childcare facilities, retail and services and identify the gross and net extent of each development area;
- » Ensure that each character area is developed with regard to the physical parameters of the Planning Scheme;
- » Ensure that key building frontages be provided to achieve the same degree of preservation of the amenities of adjoining properties or passive supervision of public space, as appropriate; and
- » Ensure that each character area integrates green and blue infrastructure features as identified on the masterplan and supports ecological connectivity and enhancement where identified.



Figure 3.1 | Planning Scheme Masterplan

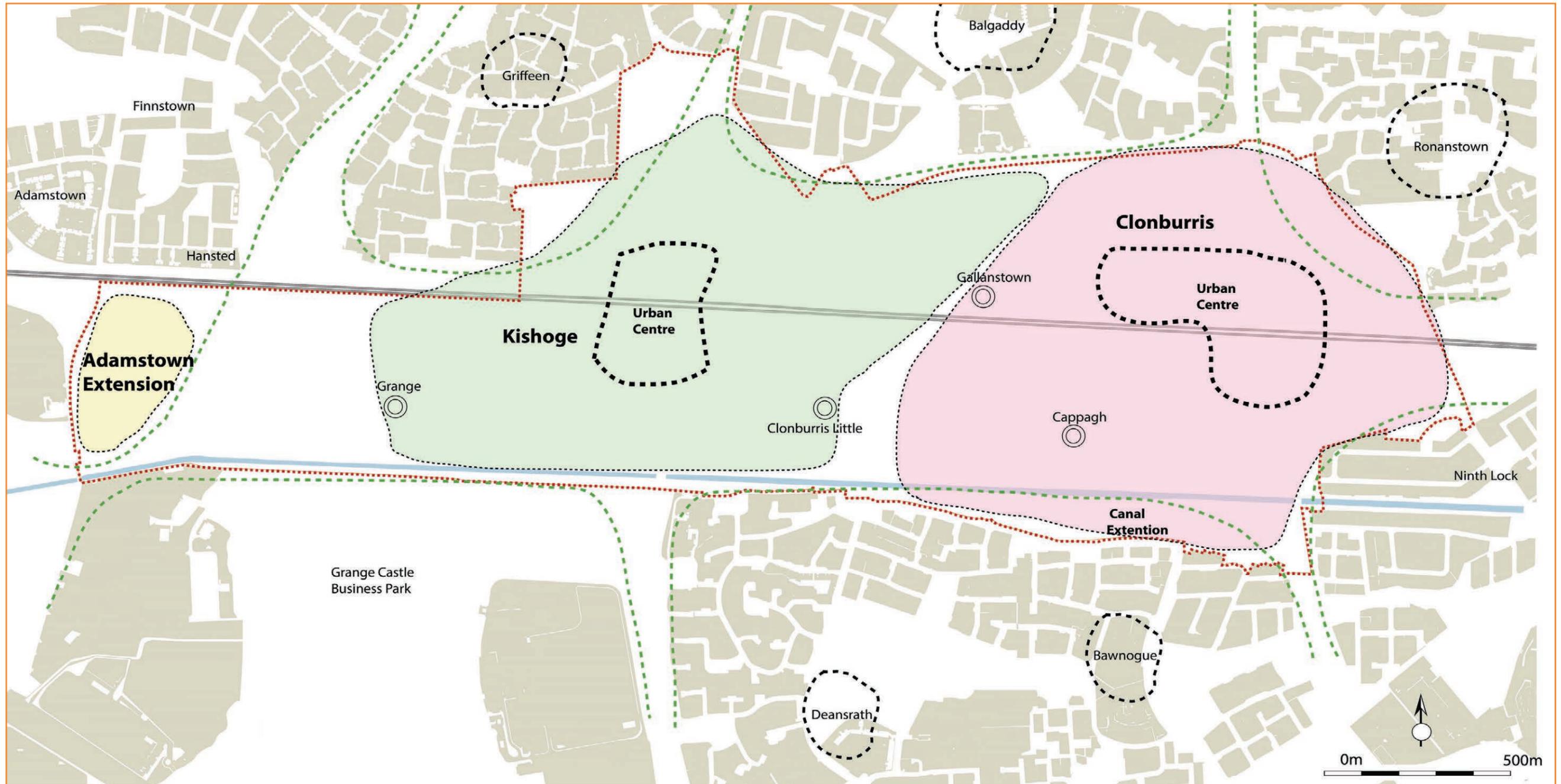


LEGEND

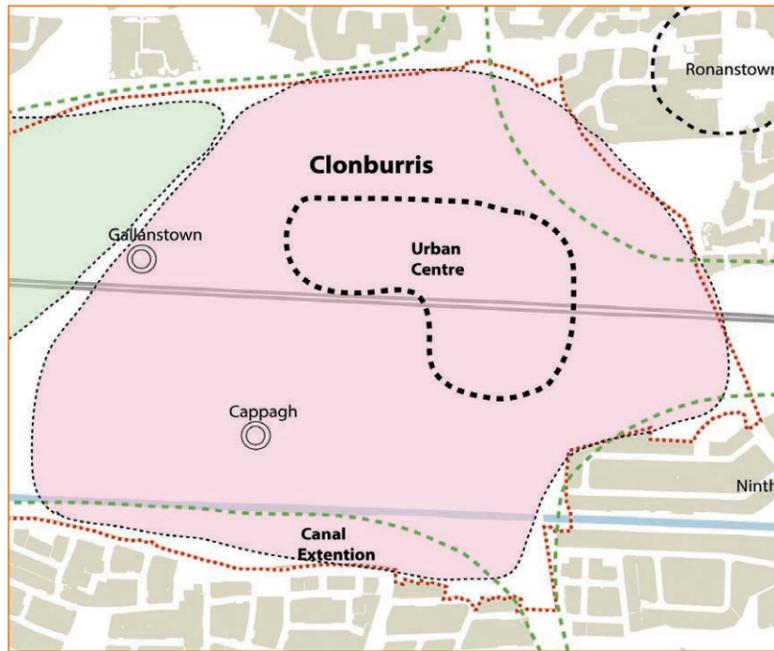
SDZ BOUNDARY	EXISTING BUILDINGS	LANDMARK BUILDINGS	PROPOSED SCHOOLS
URBAN SPACE	EXISTING URBAN BLOCK	AVENUE FRONTAGE	EXISTING SCHOOLS
LOCAL PARKS AND SQUARES	URBAN BLOCK	CANAL FRONTAGE	RAILWAY STATION
STRATEGIC OPEN SPACE	TREES LINE	PARK FRONTAGE	FINE URBAN GRAIN
EXISTING GREEN INFRASTRUCTURE	EXISTING / IMPROVED HEDGEROW/TREE LINE	RAILWAY FRONTAGE	COMMUNITY / CIVIC BUILDING
CANAL / SUDS / POND / WATER WAY		LOCAL NODE	
WALKWAYS / CYCLEWAYS			

3.2 Character Areas

Figure 3.2 | Character Areas

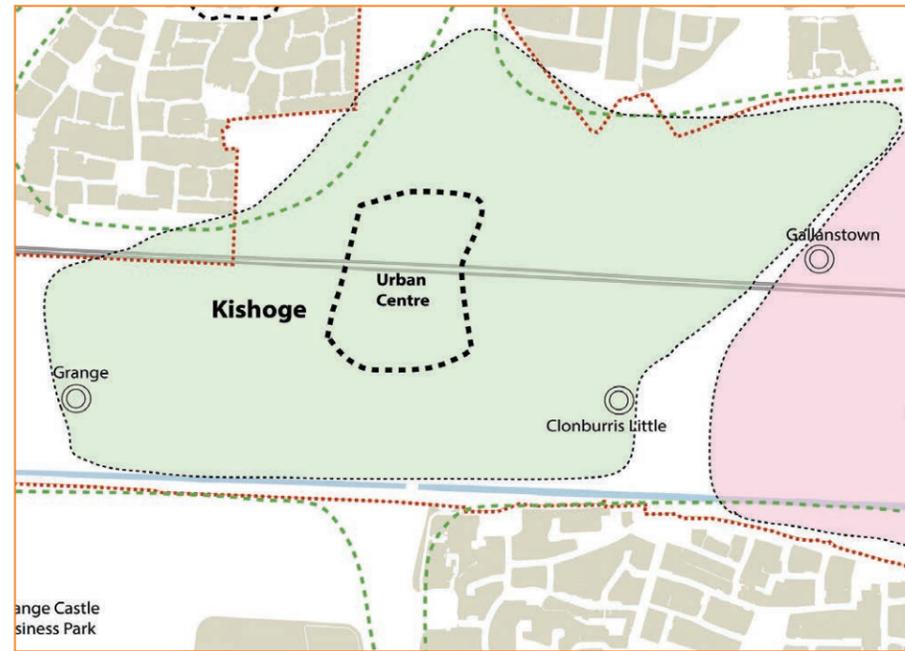


- LEGEND**
- SDZ BOUNDARY
 - URBAN CENTRE
 - PROPOSED LOCAL NODES ●
 - PLACE UNITS



Clonburris

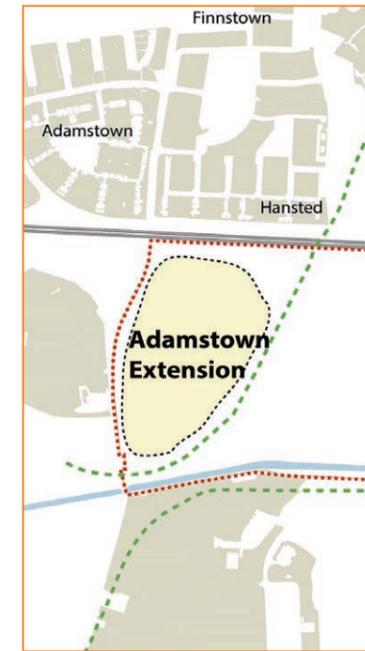
The Clonburris Character Area will comprise clustering of residential, retail and commercial uses to form a centre located around the Clondalkin-Fonthill Railway Station. The centre will comprise medium to high density development located close to the public transport hub of heavy rail and planned Core Orbital bus services. Civic and community uses will also locate at the Clonburris centre and will contribute to the creation of an active and busy centre organised around a high quality designed Urban Square at its retail core. Development will transition outwards from the centre to medium and lower density residential development with local nodes, community floorspace, schools and high quality open spaces. Development will benefit from park and canal frontage to the south and west.



Kishoge

The Kishoge Character Area will be developed with a greater emphasis on residential development with a limited retail/service and employment function to form a centre. The Kishoge centre will comprise higher density residential development around the railway station and provide a local convenience and services offer for immediate residents. Development will transition outwards from the centre to medium to lower density residential development, with local nodes, community floorspace, schools and high quality open spaces. Development will benefit from park and canal frontage to the south and east.

The retail/commercial provision combined with higher density residential development around both centres will help create a critical mass of development, a high quality public realm and will help contribute to the vitality and viability of both urban centres.



Adamstown Extension

The Adamstown Extension Character Area will comprise low to medium density residential development. It will take the form of an extension of Adamstown with park and canal frontage to the south and east.

3.3 Development Areas

This section comprises the core of the Planning Scheme and details development for each of the twelve development areas in Clonburris, using statistical and physical parameters illustrated by a series of plans and drawings.



Figure 3.3.1 | Development Areas

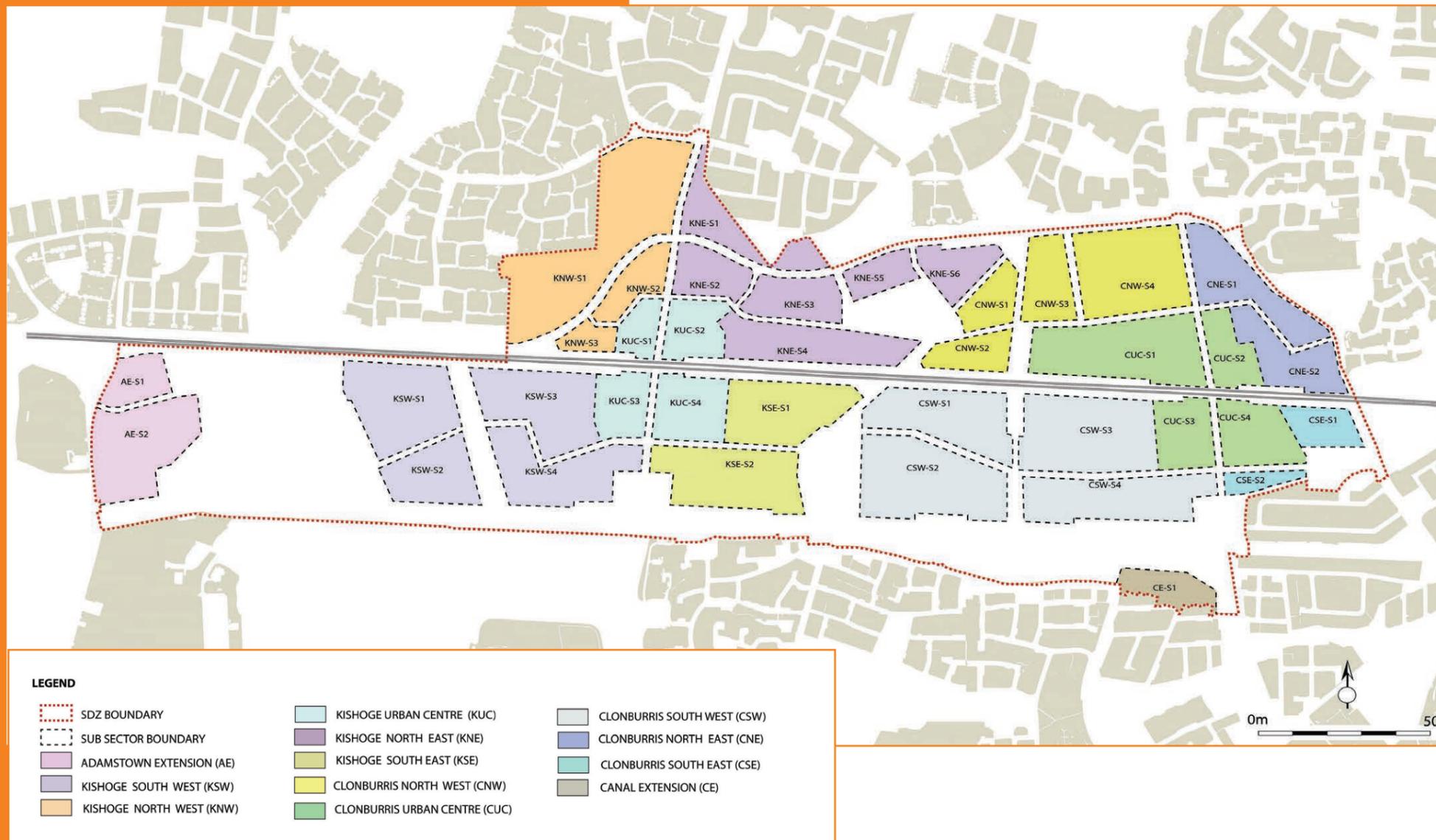
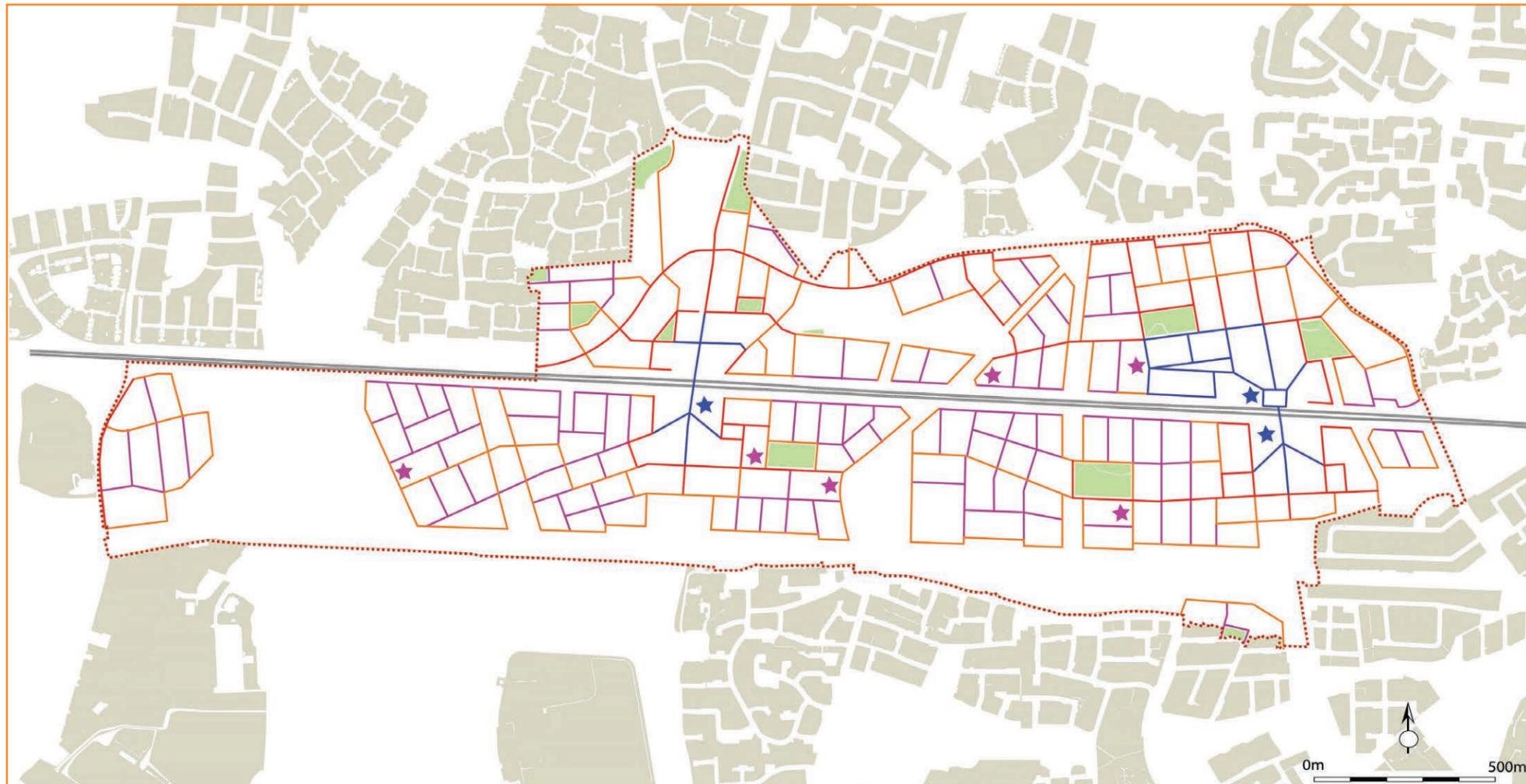
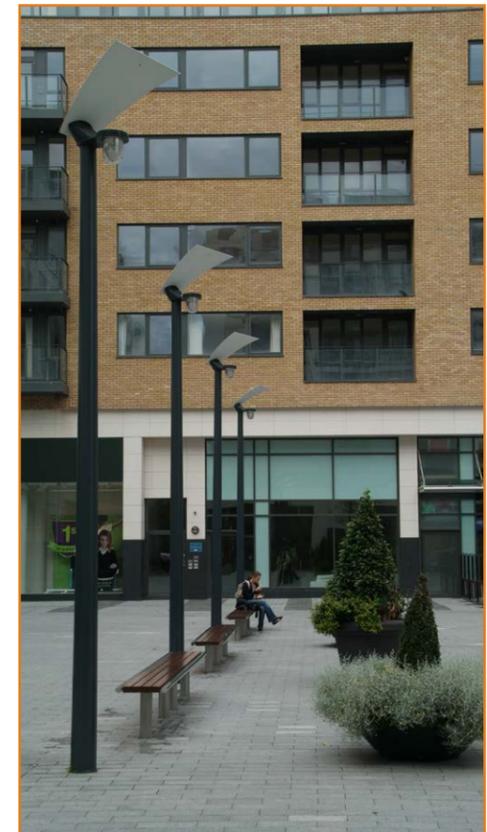


Figure 3.3.2 | Building Height Concept



LEGEND

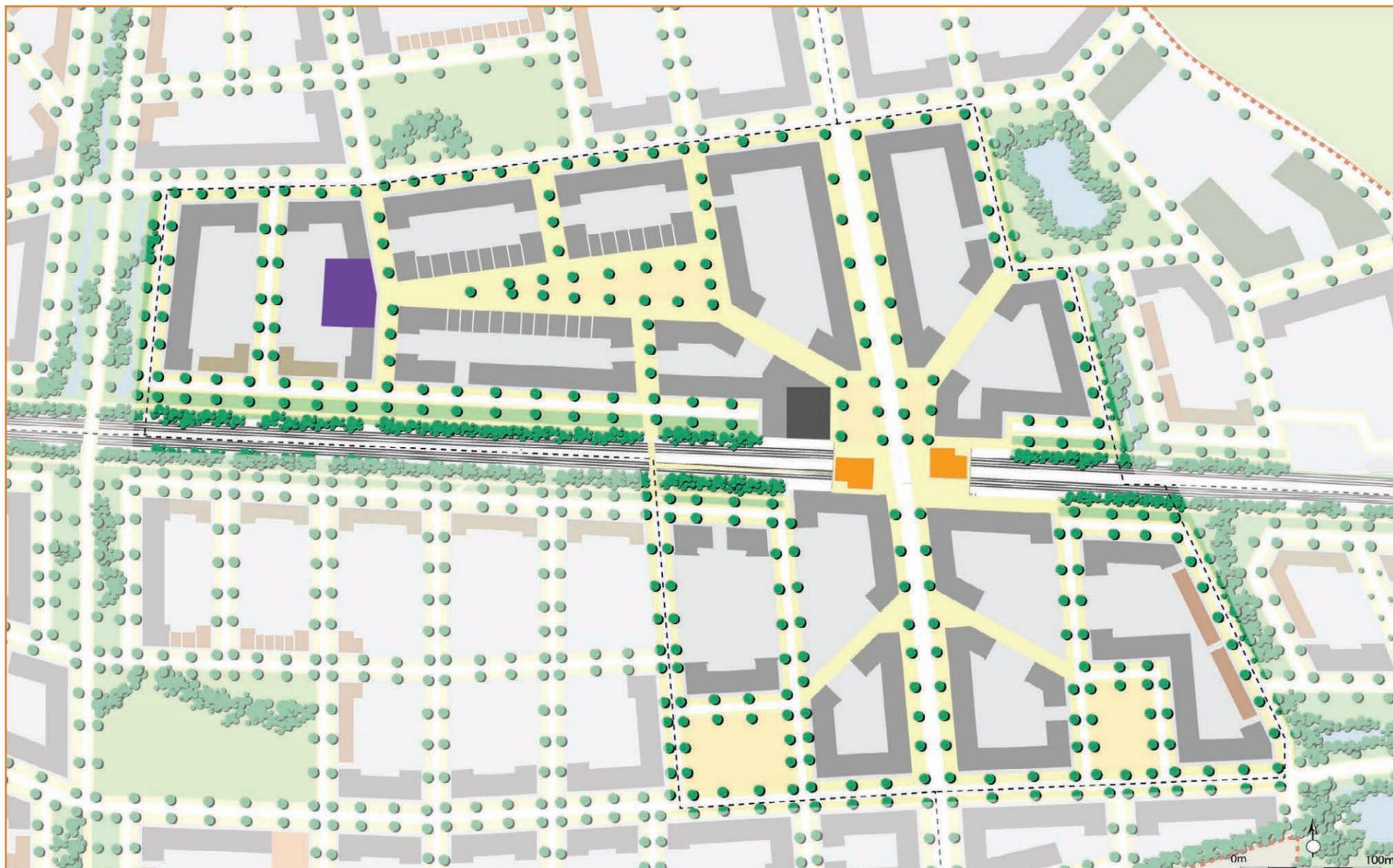
- SDZ BOUNDARY
- BH1 2-4 STOREYS RESIDENTIAL / 2-3 STOREYS COMMERCIAL
- BH2 3-4 STOREYS RESIDENTIAL / 2-3 STOREYS COMMERCIAL
- BH3 4-6 STOREYS RESIDENTIAL / 3-5 STOREYS COMMERCIAL
- BH4 5-8 STOREYS RESIDENTIAL / 4-7 STOREYS COMMERCIAL
- ★ BH5 8+ STOREYS RESIDENTIAL / 6+ STOREYS COMMERCIAL LANDMARK BUILDING
- ★ BH6 LOCAL LANDMARK BUILDING (ADD 1-2 STOREYS TO CONTEXT BUILDING HEIGHT)



Development Area 1: Clonburris Urban Centre



Figure 3.3.3 | Clonburris Urban Centre



LEGEND

SDZ BOUNDARY	EXISTING BUILDINGS	LANDMARK BUILDINGS	PROPOSED SCHOOLS
SUB SECTOR BOUNDARY	EXISTING URBAN BLOCK	AVENUE FRONTAGE	EXISTING SCHOOLS
URBAN SPACE	URBAN BLOCK	CANAL FRONTAGE	RAILWAY STATION
LOCAL PARKS AND SQUARES	TREES LINE	PARK FRONTAGE	FINE URBAN GRAIN
STRATEGIC OPEN SPACE	EXISTING / IMPROVED HEDGEROW/TREE LINE	RAILWAY FRONTAGE	LOCAL NODE
EXISTING GREEN INFRASTRUCTURE	WALKWAYS / CYCLEWAYS	COMMUNITY / CIVIC BUILDING	
CANAL / SUDS / POND / WATERWAY			

Table 3.3.1 | Clonburris Urban Centre

Area character type	The area will contain a diverse, mixed use development, containing the main retail, commercial and civic uses for the new urban centre based around a public plaza and a transport interchange on Fonthill Road North. A major public plaza; Clonburris Square will be located in the north west section of the Urban Centre, to form a dynamic, vibrant place which will form part of the urban identity of the lands as a whole.	
Net Developable Area	17.90 ha	
No of units (Target)	1,938	
Average Net Density (Target)	Sub Sector	Density Range
	CUC-S1	65-150
	CUC-S2	73-150
	CUC-S3	65-150
	CUC-S4	67-150
	<i>* See also Table 2.1.5 for full range of density</i>	
Affordable/Social dwellings	To be negotiated in accordance with relevant legislation and SDCC Housing Policy	
Non-retail commercial development	18,515 sqm min	
Retail development	16,520 sqm max	
Community	2,500 sqm min	
Building height	Sub Sector	Building Height
	CUC-S1	2-8 storey
	CUC-S2	3-8 storey
	CUC-S3	2-8 storey
	CUC-S4	2-8 storey
	<i>* See also Figure 3.3.2 Building Height Concept</i>	
Public open space	15,200sqm	

Figure 3.3.4 | 3D Image Clonburris Urban Centre



To develop a high quality mixed use district centre to serve the community of Clonburris and surrounding communities



Key objectives

- » To develop a high quality mixed use District Centre to serve the community of Clonburris and surrounding communities.
- » To provide for significant commercial (non-retail) provision in areas of high accessibility to public transport.
- » To provide for a District Centre level retail to support a range of needs within the district catchment.
- » To develop a significant multi-purpose civic building for the entire SDZ area and surrounding communities.
- » 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 a new civic space for Clonburris, which will serve as multi-functional business and social space focal space.
- » To achieve good levels of continuity and enclosure along the arterial streets, Link Streets/avenues and the urban spaces.

Development Area 2: Clonburriss South East



Figure 3.3.5 | Clonburriss South East



Table 3.3.2 | Clonburriss South East

Area character type	Mixed development area with medium density residential development close to the main Urban Centre.	
Net development area	3.30ha	
No of units (Target)	201	
Net Density	Sub Sector	Density Range
	CSE-S1	51-61
	CSE-S2	65-75
<i>* See also Table 2.1.5 for full range of density</i>		
Affordable/Social dwellings	To be negotiated in accordance with relevant legislation and SDCC Housing Policy	
Building height	Sub Sector	Building Height
	CSE-S1	2-4 storey
	CSE-S2	2-6 storey
<i>* See also Figure 3.3.2 Building Height Concept</i>		
Public open space	4,300 sqm	

LEGEND

SDZ BOUNDARY	EXISTING BUILDINGS	LANDMARK BUILDINGS	PROPOSED SCHOOLS
SUB SECTOR BOUNDARY	EXISTING URBAN BLOCK	AVENUE FRONTAGE	EXISTING SCHOOLS
URBAN SPACE	URBAN BLOCK	CANAL FRONTAGE	RAILWAY STATION
LOCAL PARKS AND SQUARES	TREES LINE	PARK FRONTAGE	FINE URBAN GRAIN
STRATEGIC OPEN SPACE	EXISTING / IMPROVED HEDGEROW/TREE LINE	RAILWAY FRONTAGE	COMMUNITY / CIVIC BUILDING
EXISTING GREEN INFRASTRUCTURE	WALKWAYS / CYCLEWAYS	LOCAL NODE	
CANAL / SUDS / POND / WATER WAY			

Figure 3.3.6 | 3D Image Clonburris South East



To develop a high quality residential neighbourhood at Clonburris



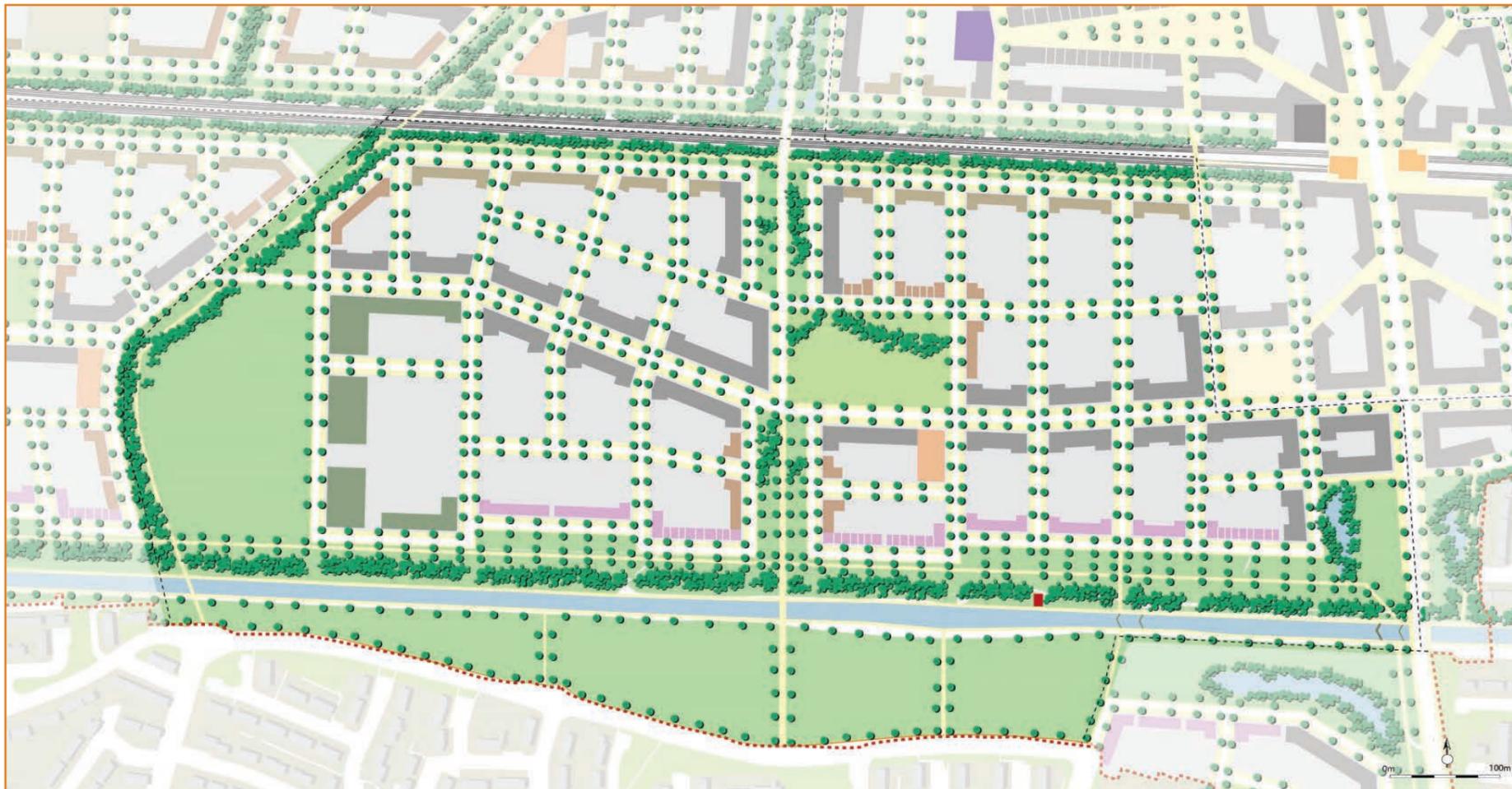
Key objectives

- » To develop a high quality residential neighbourhood at Clonburris South East;
- » To integrate with existing development at Cappaghmore;
- » 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 between Clonburris urban centre and Lucan-Newlands Road;
- » 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 home zones;
- » To provide significant and integrated SUDS infrastructure, including a high amenity retention pond/lake within a new strategic open space at Cappaghmore; and
- » To retain the Cappamore Lodge Screen entrance wall as a gateway feature.

Development Area 3: Clonburris South West



Figure 3.3.7 | Clonburris South West



LEGEND

SDZ BOUNDARY	EXISTING BUILDINGS	LANDMARK BUILDINGS	PROPOSED SCHOOLS
SUB SECTOR BOUNDARY	EXISTING URBAN BLOCK	AVENUE FRONTAGE	EXISTING SCHOOLS
URBAN SPACE	URBAN BLOCK	CANAL FRONTAGE	RAILWAY STATION
LOCAL PARKS AND SQUARES	TREES LINE	PARK FRONTAGE	FINE URBAN GRAIN
STRATEGIC OPEN SPACE	EXISTING / IMPROVED HEDGEROW/TREE LINE	RAILWAY FRONTAGE	COMMUNITY / CIVIC BUILDING
EXISTING GREEN INFRASTRUCTURE	WALKWAYS / CYCLEWAYS	LOCAL NODE	
CANAL / SUDS / POND / WATER WAY			

Table 3.3.3 | Clonburris South West

Area character type	Mixed development area with medium density residential development and will contain local community facilities, including a primary and post primary school and small scale retail and commercial uses.	
Net development area	25.98ha	
No of units (Target)	1,441	
Net Density	Sub Sector	Density Range
	CSW-S1	45-55
	CSW-S2	45-55
	CSW-S3	51-61
	CSW-S4	59-69
	<i>* See also Table 2.1.5 for full range of density</i>	
Affordable/Social dwellings	To be negotiated in accordance with relevant legislation and SDCC Housing Policy	
Non-retail commercial development	200 sqm min	
Retail development	650 sqm max	
Community	600 sqm min	
Building height	Sub Sector	Building Height
	CSW-S1	2-6 storey
	CSW-S2	2-4 storey
	CSW-S3	2-6 storey
	CSW-S4	2-6 storey
	<i>* See also Figure 3.3.2 Building Height Concept</i>	
Public open space	14,300 sqm	

Figure 3.3.8 | 3D Image Clonburris South West



To provide a distinctive, diverse and quality frontage to the Canal corridor



Key objectives

- » To develop a high quality residential neighbourhood at Clonburris;
- » To develop a new local node, Cappagh, comprising small-scale, local retail, service and community facilities, fronting the new Boundary Park;
- » To develop new co-located primary and post-primary schools with direct access and frontage to the new Boundary Park;
- » 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 north south avenue link connecting Clonburris North East, Clonburris South East and Deansrath/Bawnogue;
- » To provide a new link route/avenue in the heart of the neighbourhood as part of the main connection between Kishoge and Clonburris urban centres;
- » To prioritise pedestrian and cyclist movement and to provide for bus services along the avenue;
- » To provide for a range of housing along the new avenue and local streets including home zones;
- » To provide a distinctive, diverse and quality frontage to the Canal corridor.
- » Sensitively designed pedestrian access points to the Grand Canal;
- » To retain and refurbish the Cappagh Overflow bridge; and
- » To seek the refurbishment and re-use of Omer's Lock House.
- » Where possible, in preserving the architectural integrity of the Omer Lock House that a heritage centre be located on or close to the site of the Lock House to act as a centre for the promotion of the heritage, architectural and archaeological history of the Lucan and Clondalkin areas, whilst recognising that other more viable uses for the structure may present themselves and will be considered should that be the case.

Development Area 4 Clonburris North East



Figure 3.3.9 | Clonburris North East



Table 3.3.4 | Clonburris North East

Area character type	Mixed development area with medium density residential development close to the Clonburris Urban Centre.	
Net development area	7.50ha	
No of units (Target)	410	
Net Density	Sub Sector	Density Range
	CNE-S1	63-73
	CNE-S2	39-49
	* 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
	CNE-S1	2-6 storey
	CNE-S2	2-6 storey
	* See also Figure 3.3.2 Building Height Concept	
Public open space	15,300 sqm	

LEGEND

SDZ BOUNDARY	EXISTING BUILDINGS	LANDMARK BUILDINGS	PROPOSED SCHOOLS
SUB SECTOR BOUNDARY	EXISTING URBAN BLOCK	AVENUE FRONTAGE	EXISTING SCHOOLS
URBAN SPACE	URBAN BLOCK	CANAL FRONTAGE	RAILWAY STATION
LOCAL PARKS AND SQUARES	TREES LINE	PARK FRONTAGE	FINE URBAN GRAIN
STRATEGIC OPEN SPACE	EXISTING / IMPROVED HEDGEROW/TREE LINE	RAILWAY FRONTAGE	COMMUNITY / CIVIC BUILDING
EXISTING GREEN INFRASTRUCTURE	WALKWAYS / CYCLEWAYS	LOCAL NODE	
CANAL / SUDS / POND / WATER WAY			

Figure 3.3.10 | 3D Image Clonburris North East



To ensure high levels of legibility and ease of orientation

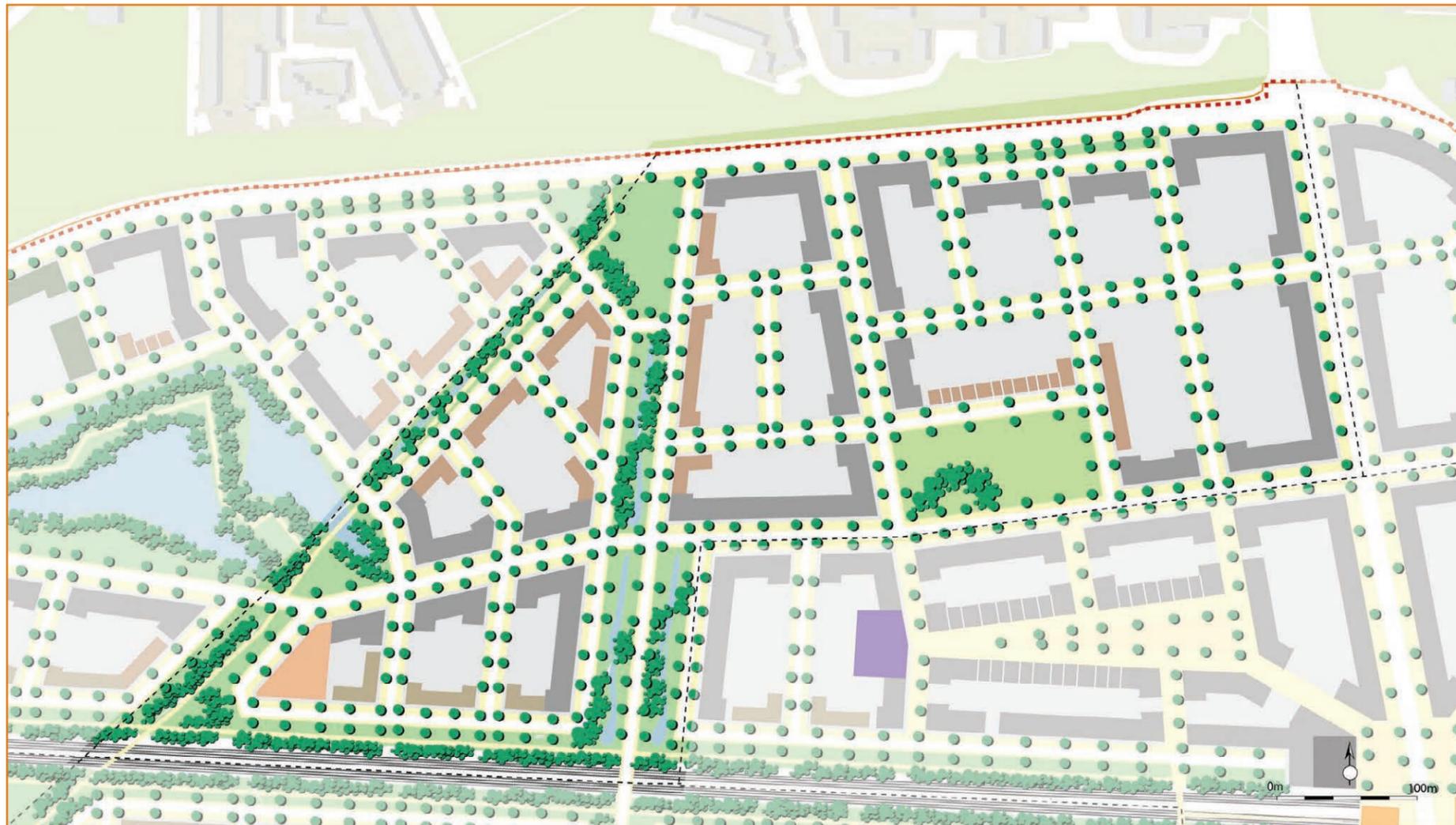
Key objectives

- » To develop a high quality residential neighbourhood at Clonburris;
- » To provide locally accessible open spaces of local and strategic importance;
- » To develop a new post-primary school with direct access and frontage to the improved Lucan- Newlands Road and a new focal space/local park;
- » To ensure high levels of legibility and ease of orientation;
- » To provide a new link street/avenue between Clonburris urban centre and Lucan-Newlands/Ronanstown;
- » 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 including the local streets and home zones;
- » To improve Lucan-Newlands Road as a quality Link Street/avenue, providing better alignment and frontage; and
- » To provide significant and integrated SUDS infrastructure, including a high amenity retention pond/lake within a new local park.

Development Area 5 Clonburr North West



Figure 3.3.11 | Clonburr North West



LEGEND

SDZ BOUNDARY	EXISTING BUILDINGS	LANDMARK BUILDINGS	PROPOSED SCHOOLS
SUB SECTOR BOUNDARY	EXISTING URBAN BLOCK	AVENUE FRONTAGE	EXISTING SCHOOLS
URBAN SPACE	URBAN BLOCK	CANAL FRONTAGE	RAILWAY STATION
LOCAL PARKS AND SQUARES	TREES LINE	PARK FRONTAGE	FINE URBAN GRAIN
STRATEGIC OPEN SPACE	EXISTING / IMPROVED HEDGEROW/TREE LINE	RAILWAY FRONTAGE	COMMUNITY / CIVIC BUILDING
EXISTING GREEN INFRASTRUCTURE	WALKWAYS / CYCLEWAYS	LOCAL NODE	
CANAL / SUDS / POND / WATER WAY			

Table 3.3.5 | Clonburr North West

Area character type	Mixed development area with medium density residential development close to the main Urban Centre with community uses and a post primary school.	
Net development area	14.37 Ha	
No of units (Target)	783	
Net Density	Sub Sector	Density Range
	CNW-S1	45-55
	CNW-S2	45-55
	CNW-S3	55-65
	CNW-S4	50-60
<i>* See also Table 2.1.5 for full range of density</i>		
Affordable/Social dwellings	To be negotiated in accordance with relevant legislation and SDCC Housing Policy	
Community	600 sqm min	
Retail	650 sqm max	
Commercial	200 sqm min	
Building height	Sub Sector	Building Height
	CNW-S1	2-6 storey
	CNW-S2	2-6 storey
	CNW-S3	2-6 storey
	CNW-S4	3-6 storey
<i>* See also Figure 3.3.2 Building Height Concept</i>		
Public open space	9,700 sqm	

Figure 3.3.12 | 3D Image Clonburris North West



To ensure high levels of legibility and ease of orientation



Key objectives

- » To develop a high quality residential neighbourhood at Clonburris;
- » To develop a new local node, Gallanstown, comprising small-scale, local retail, service and community facilities, fronting the new Barony Park;
- » 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 north south avenue/links connecting Thomas Omer Way, Clonburris North East and Clonburris South East;
- » To provide a new link street/avenue in the heart of the neighbourhood as part of the main connection between Kishoge and Clonburris urban centres;
- » To prioritise pedestrian and cyclist movement and to provide for bus services along the avenue/Link Street;
- » To provide for a range of housing along the new avenue and local streets including homezones; and
- » To provide a distinctive, diverse and quality frontages to Thomas Omer way, the Link Street/avenues and the strategic open spaces.

Development Area 6

Kishoge Urban Centre



Figure 3.3.13 | Kishoge Urban Centre

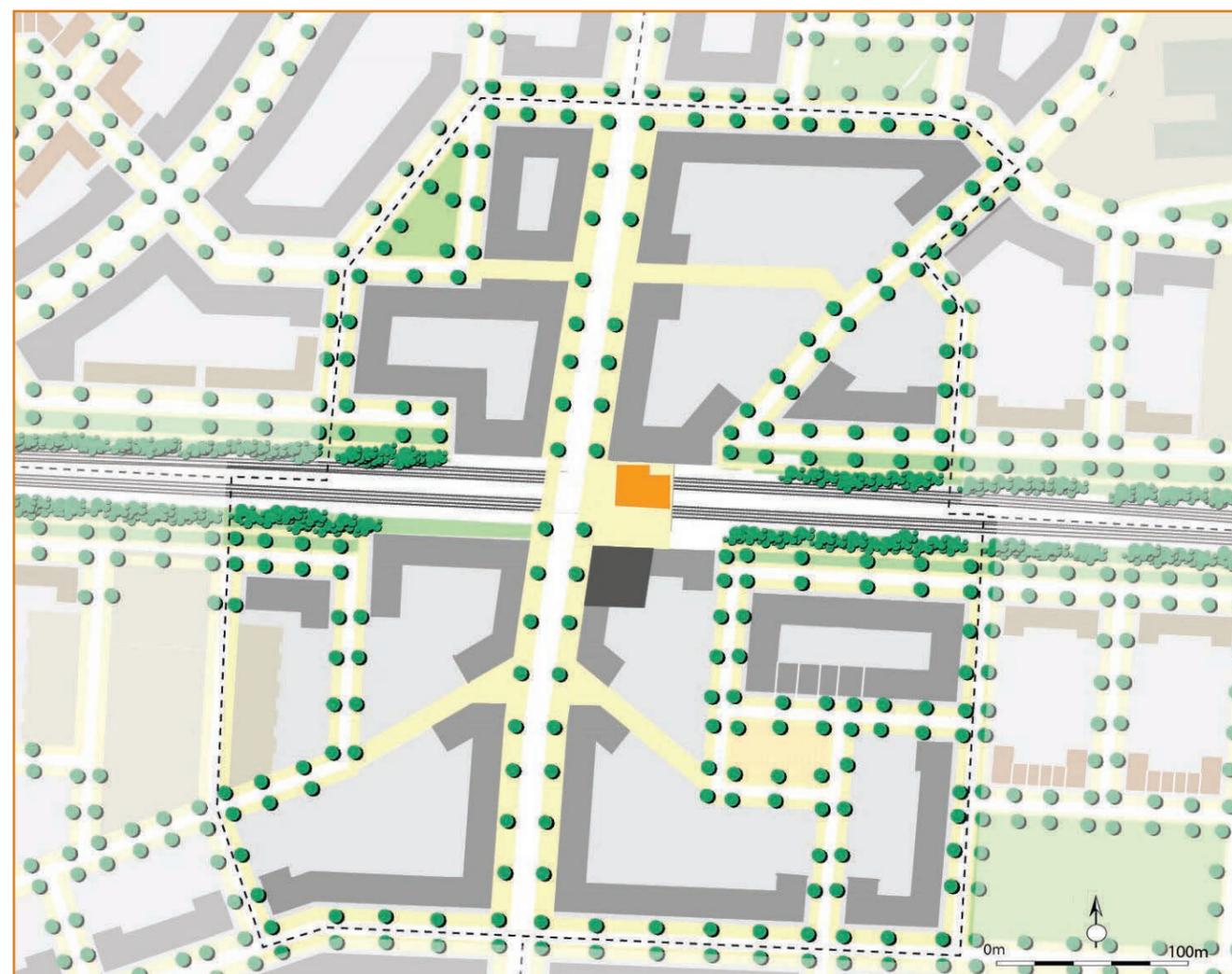


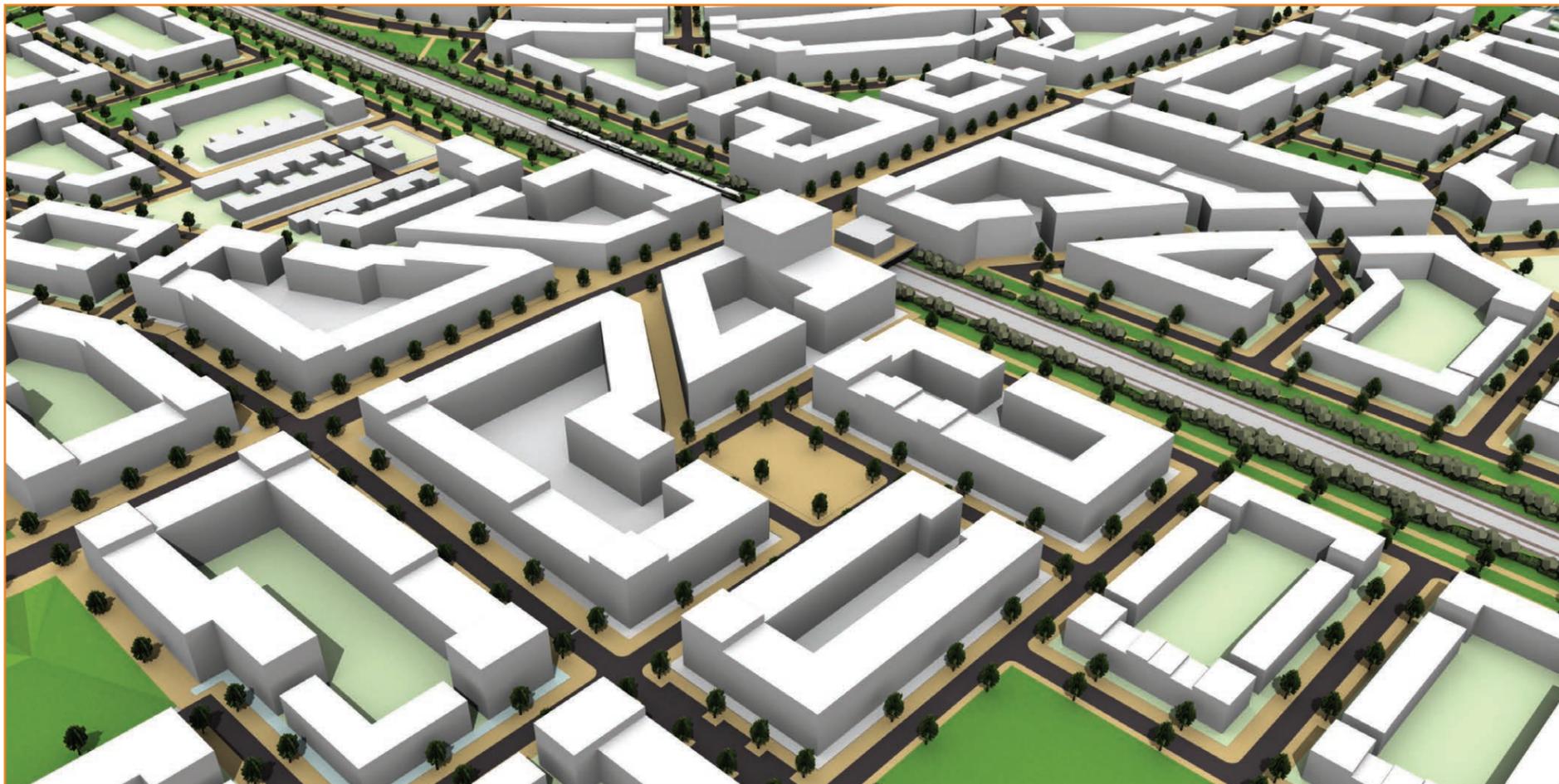
Table 3.3.6 | Kishoge Urban Centre

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
	<i>* See also Table 2.1.5 for full range of density</i>	
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
	<i>* See also Figure 3.3.2 Building Height Concept</i>	
Public open space	3,700 sqm	

LEGEND

SDZ BOUNDARY	EXISTING BUILDINGS	LANDMARK BUILDINGS	PROPOSED SCHOOLS
SUB SECTOR BOUNDARY	EXISTING URBAN BLOCK	AVENUE FRONTAGE	EXISTING SCHOOLS
URBAN SPACE	URBAN BLOCK	CANAL FRONTAGE	RAILWAY STATION
LOCAL PARKS AND SQUARES	TREES LINE	PARK FRONTAGE	FINE URBAN GRAIN
STRATEGIC OPEN SPACE	EXISTING / IMPROVED HEDGEROW/TREE LINE	RAILWAY FRONTAGE	COMMUNITY / CIVIC BUILDING
EXISTING GREEN INFRASTRUCTURE	WALKWAYS / CYCLEWAYS	LOCAL NODE	
CANAL / SUDS / POND / WATER WAY			

Figure 3.3.14 | 3D Image Kishoge Urban Centre



To provide for local level retail to support the regular service and retail needs of the community of Kishoge.



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.

Development Area 7 Kishoge North West

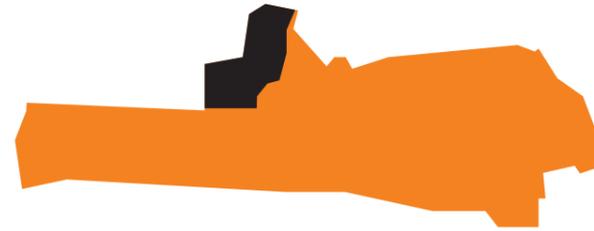


Figure 3.3.15 | Kishoge North West



LEGEND

SDZ BOUNDARY	EXISTING BUILDINGS	LANDMARK BUILDINGS	PROPOSED SCHOOLS
SUB SECTOR BOUNDARY	EXISTING URBAN BLOCK	AVENUE FRONTAGE	EXISTING SCHOOLS
URBAN SPACE	URBAN BLOCK	CANAL FRONTAGE	RAILWAY STATION
LOCAL PARKS AND SQUARES	TREES LINE	PARK FRONTAGE	FINE URBAN GRAIN
STRATEGIC OPEN SPACE	EXISTING / IMPROVED HEDGEROW/TREE LINE	RAILWAY FRONTAGE	COMMUNITY / CIVIC BUILDING
EXISTING GREEN INFRASTRUCTURE	WALKWAYS / CYCLEWAYS	LOCAL NODE	
CANAL / SUDS / POND / WATER WAY			

Table 3.3.7 | Kishoge North West

Area character type	Medium density residential development. The lands will also accommodate an existing primary school and a proposed post primary school	
Net development area	11.16ha	
No of units (Target)	566	
Net Density	Sub Sector	Density Range
	KNW-S1	42-52
	KNW-S2	55-65
	KNW-S3	55-65
<i>* See also Table 2.1.5 for full range of density</i>		
Affordable/Social dwellings	To be negotiated in accordance with relevant legislation and SDCC Housing Policy	
Building height	Sub Sector	Building Height
	KNW-S1	2-6 storey
	KNW-S2	2-6 storey
	KNW-S3	2-6 storey
<i>* See also Figure 3.3.2 Building Height Concept</i>		
Public open space	12,800 sqm	

Figure 3.3.16 | 3D Image Kishoge North West



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



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.

Development Area 8 Kishoge South West



Figure 3.3.17 | Kishoge South West



LEGEND

SDZ BOUNDARY	EXISTING BUILDINGS	LANDMARK BUILDINGS	PROPOSED SCHOOLS
SUB SECTOR BOUNDARY	EXISTING URBAN BLOCK	AVENUE FRONTAGE	EXISTING SCHOOLS
URBAN SPACE	URBAN BLOCK	CANAL FRONTAGE	RAILWAY STATION
LOCAL PARKS AND SQUARES	TREES LINE	PARK FRONTAGE	FINE URBAN GRAIN
STRATEGIC OPEN SPACE	EXISTING / IMPROVED HEDGEROW/TREE LINE	RAILWAY FRONTAGE	COMMUNITY / CIVIC BUILDING
EXISTING GREEN INFRASTRUCTURE	WALKWAYS / CYCLEWAYS	LOCAL NODE	
CANAL / SUDS / POND / WATER WAY			

Table 3.3.8 | Kishoge South West

Area character type	Low to medium density residential development with community space and a primary school, that will capitalise on the extension of the Griffeen Valley Park.	
Net development area	21.55ha	
No of units (Target)	1,059	
Net Density	Sub Sector	Net Density Range
	KSW-S1	40-50
	KSW-S2	40-50
	KSW-S3	46-56
	KSW-S4	49-59
<i>* See also Table 2.1.5 for full range of density</i>		
Affordable/Social dwellings	To be negotiated in accordance with relevant legislation and SDCC Housing Policy	
Non-retail commercial development	200 sqm min	
Retail development	550 sqm max	
Community	600 sqm min	
Building height	Sub Sector	Building Height
	KSW-S1	2-4 storey
	KSW-S2	2-4 storey
	KSW-S3	2-6 storey
	KSW-S4	2-6 storey
<i>* See also Figure 3.3.2 Building Height Concept</i>		
Public open space	3,800 sqm	

Figure 3.3.18 | 3D Image Kishoge South West



To develop a new local node, Grange, comprising small-scale, local retail, service and community facilities, fronting Griffeen Valley Park.



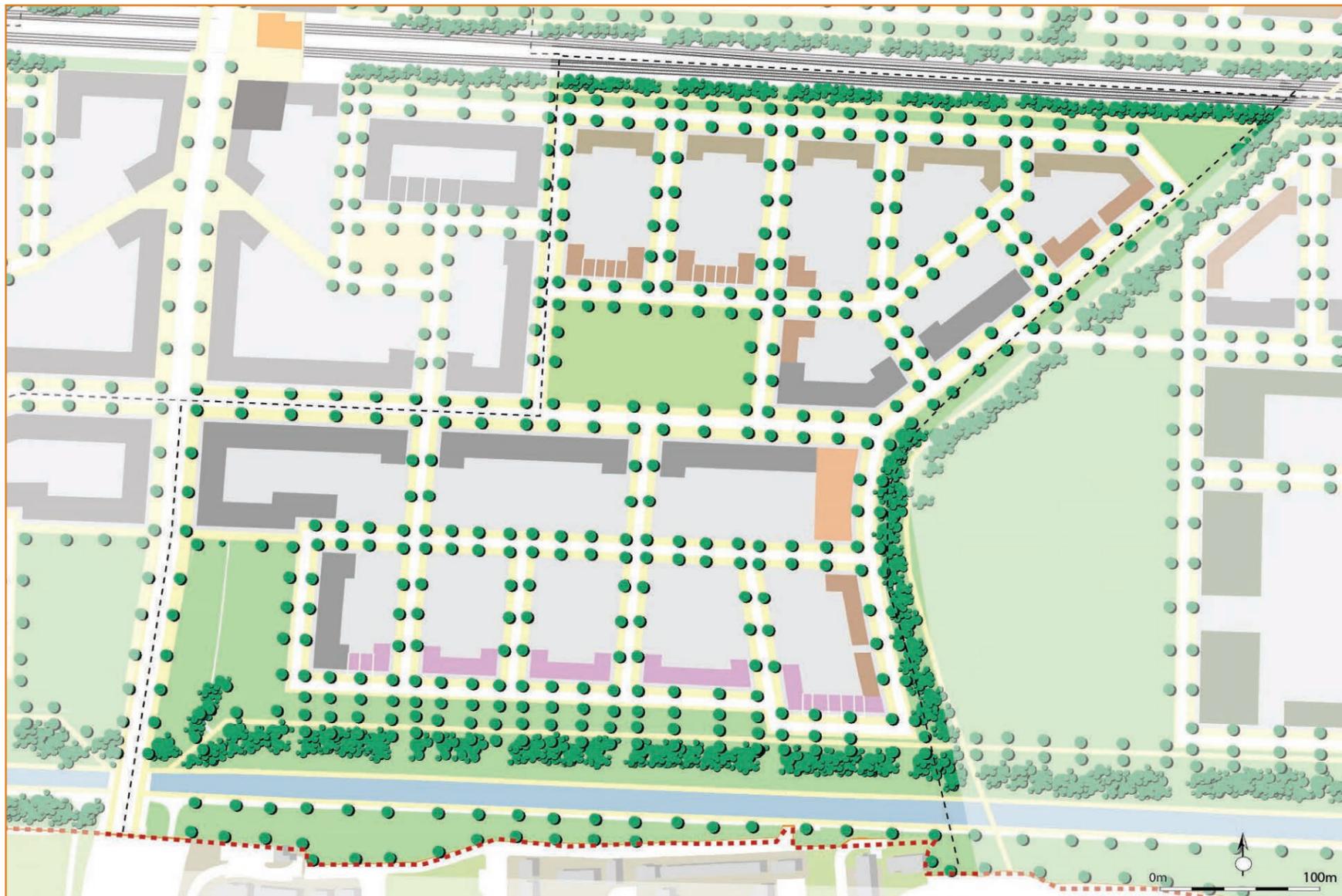
Key objectives

- » 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.

Development Area 9 Kishoge South East



Figure 3.3.19 | Kishoge South East



LEGEND

SDZ BOUNDARY	EXISTING BUILDINGS	LANDMARK BUILDINGS	PROPOSED SCHOOLS
SUB SECTOR BOUNDARY	EXISTING URBAN BLOCK	AVENUE FRONTAGE	EXISTING SCHOOLS
URBAN SPACE	URBAN BLOCK	CANAL FRONTAGE	RAILWAY STATION
LOCAL PARKS AND SQUARES	TREES LINE	PARK FRONTAGE	FINE URBAN GRAIN
STRATEGIC OPEN SPACE	EXISTING / IMPROVED HEDGEROW/TREE LINE	RAILWAY FRONTAGE	COMMUNITY / CIVIC BUILDING
EXISTING GREEN INFRASTRUCTURE	WALKWAYS / CYCLEWAYS	LOCAL NODE	
CANAL / SUDS / POND / WATER WAY			

Table 3.3.9 | Kishoge South East

Area character type	Mixed development area with medium density residential development closer to the centre, with low density on the perimeters. This area will contain small scale retail and commercial spaces, with a large community space adjacent to the Barony Park.	
Net development area	12.50ha	
No of units (Target)	678	
Net Density	Sub Sector	Density Range
	KSE-S1	45-55
	KSE-S2	52-62
	<i>* See also Table 2.1.5 for full range of density</i>	
Affordable/Social dwellings	To be negotiated in accordance with relevant legislation and SDCC Housing Policy	
Non-retail commercial development	200 sqm min	
Retail development	650 sqm max	
Community	1,500 sqm min	
Building height	Sub Sector	Building Height
	KSE-S1	2-6 storey
	KSE-S2	2-6 storey
	<i>* See also Figure 3.3.2 Building Height Concept</i>	
Public open space	9,200 sqm	

Figure 3.3.20 | 3D Image Kishoge South East



To provide a distinctive, diverse and quality frontage to the Canal corridor.



Key objectives

- » To develop a high quality residential neighbourhood at Kishoge South East;
- » To develop a new local node, Clonburris Little, comprising small-scale, local retail, service and community facilities, fronting the new Barony Park;
- » 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 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 frontage to the Canal corridor; 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.

Development Area 10 Kishoge North East

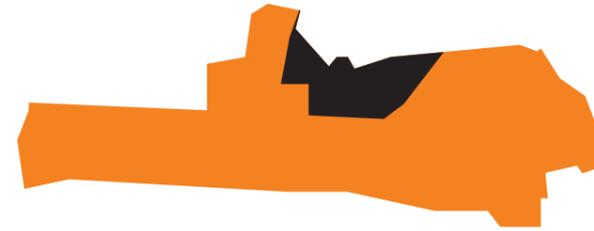
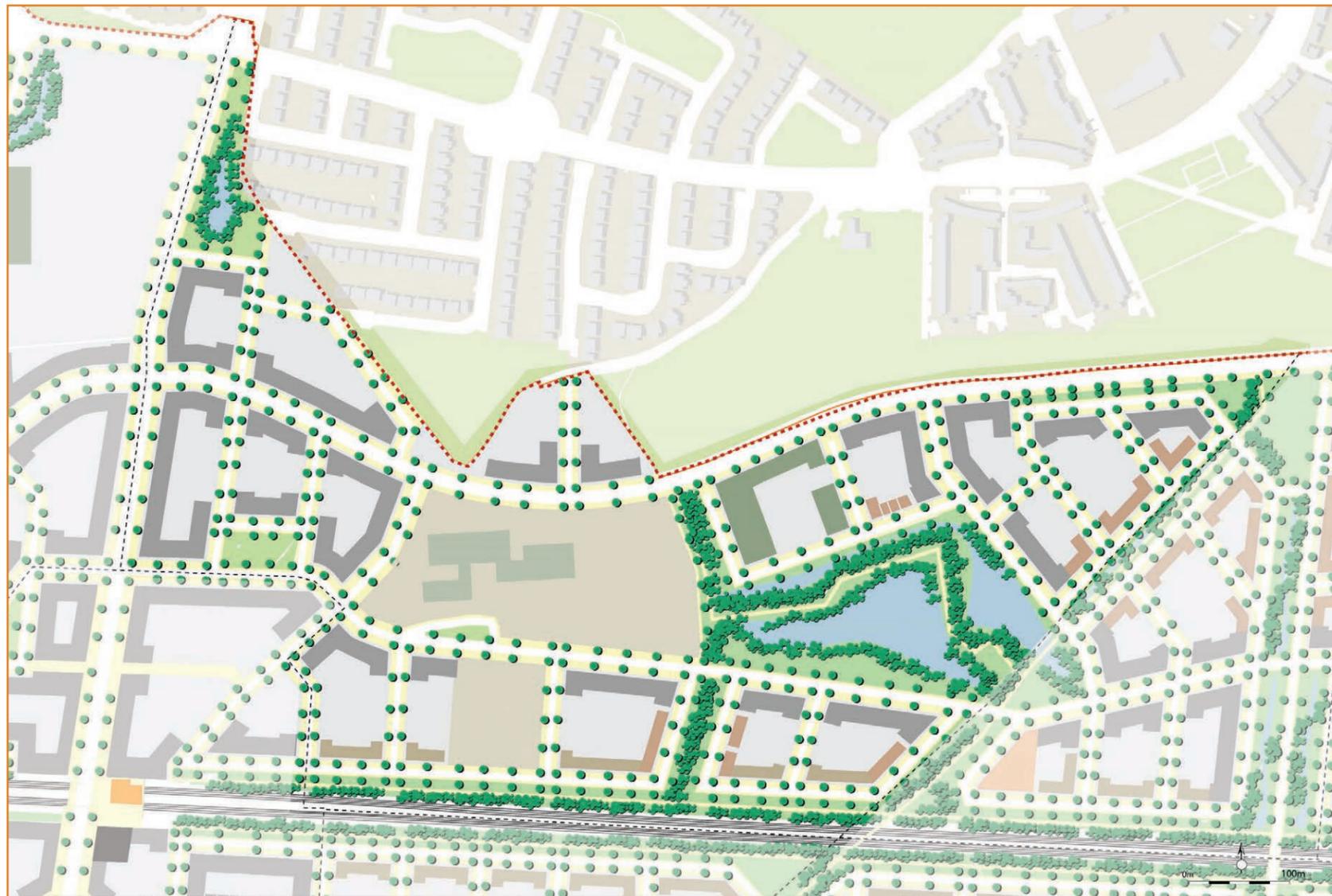


Figure 3.3.21 | Kishoge North East



LEGEND

SDZ BOUNDARY	EXISTING BUILDINGS	LANDMARK BUILDINGS	PROPOSED SCHOOLS
SUB SECTOR BOUNDARY	EXISTING URBAN BLOCK	AVENUE FRONTAGE	EXISTING SCHOOLS
URBAN SPACE	URBAN BLOCK	CANAL FRONTAGE	RAILWAY STATION
LOCAL PARKS AND SQUARES	TREES LINE	PARK FRONTAGE	FINE URBAN GRAIN
STRATEGIC OPEN SPACE	EXISTING / IMPROVED HEDGEROW/TREE LINE	RAILWAY FRONTAGE	COMMUNITY / CIVIC BUILDING
EXISTING GREEN INFRASTRUCTURE	WALKWAYS / CYCLEWAYS	LOCAL NODE	
CANAL / SUDS / POND / WATER WAY			

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
	<i>* See also Table 2.1.5 for full range of density</i>	
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
	<i>* See also Figure 3.3.2 Building Height Concept</i>	
Public open space	9,500 sqm	

Figure 3.3.22 | 3D Image Kishoge North East



To provide for a range of housing on the new avenue, the local streets and homezones.



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 Clonburr 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.

Development Area 11 Adamstown Extension



Figure 3.3.23 | Adamstown Extension



Table 3.3.11 | Adamstown Extension

Area character type	Low to medium density development that will take the form of an extension of Adamstown.	
Net development area	9.19ha	
No of units (Target)	442	
Net Density	Sub Sector	Density Range
	AE-S1	45-53
	AE-S2	45-53
	<i>* See also Table 2.1.5 for full range of density</i>	
Affordable/Social dwellings	To be negotiated in accordance with relevant legislation and SDCC Housing Policy	
Building height	Sub Sector	Building Height
	AE-S1	2-6 storey
	AE-S2	2-6 storey
	<i>* See also Figure 3.3.2 Building Height Concept</i>	
Public open space	Adjacent to the Griffeen Valley Park Extension	

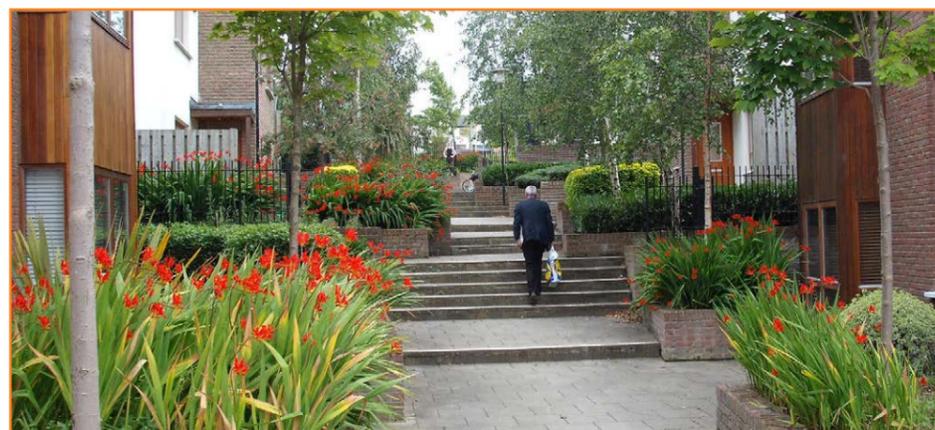
LEGEND

SDZ BOUNDARY	EXISTING BUILDINGS	LANDMARK BUILDINGS	PROPOSED SCHOOLS
SUB SECTOR BOUNDARY	EXISTING URBAN BLOCK	AVENUE FRONTAGE	EXISTING SCHOOLS
URBAN SPACE	URBAN BLOCK	CANAL FRONTAGE	RAILWAY STATION
LOCAL PARKS AND SQUARES	TREES LINE	PARK FRONTAGE	FINE URBAN GRAIN
STRATEGIC OPEN SPACE	EXISTING / IMPROVED HEDGEROW	RAILWAY FRONTAGE	
EXISTING GREEN INFRASTRUCTURE	WALKWAYS / CYCLEWAYS	COMMUNITY / CIVIC BUILDING	
CANAL / SUDS / POND / WATER WAY		LOCAL NODE	

Figure 3.3.24 | 3D Image Adamstown Extension



To provide good public lighting to the edge of Griffeen Valley Park that is sensitively designed and operated to reduce disturbance to wildlife particularly bat species.



Key objectives

- » To develop a high quality residential neighbourhood as an extension to Adamstown;
- » 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 in the heart of the neighbourhood as part of the main connection between Kishoge urban centre and Lock Road/Adamstown;
- » To prioritise pedestrian and cyclist movement and to provide for bus services along the avenue;
- » To provide for a range of housing along the new avenue and local streets including home zones;
- » 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 within the Griffeen Valley Park;
- » To provide good public lighting to the edge of Griffeen Valley Park that is sensitively designed and operated to reduce disturbance to wildlife particularly bat species; 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.

Development Area 12 Canal Extension



Figure 3.3.25 | Canal Extension



Table 3.3.12 | Canal Extension

Area character type	Medium density residential infill development to the south of the Canal adjacent to existing Grand Canal Park.	
Net development area	2.27ha	
No of units (Target)	121	
Net Density	Sub Sector	Density Range
	CE-S1	48-58
<i>* See also Table 2.1.5 for full range of density</i>		
Affordable/Social dwellings	To be negotiated in accordance with relevant legislation and SDCC Housing Policy	
Building height	Sub Sector	Building Height
	CE-S1	2-4 storey
<i>* See also Figure 3.3.2 Building Height Concept</i>		
Public open space	2500sqm	

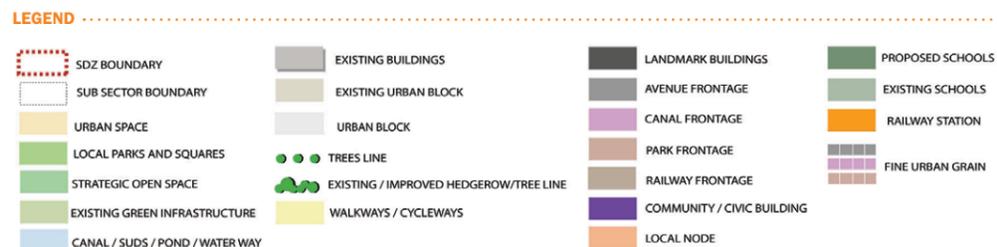


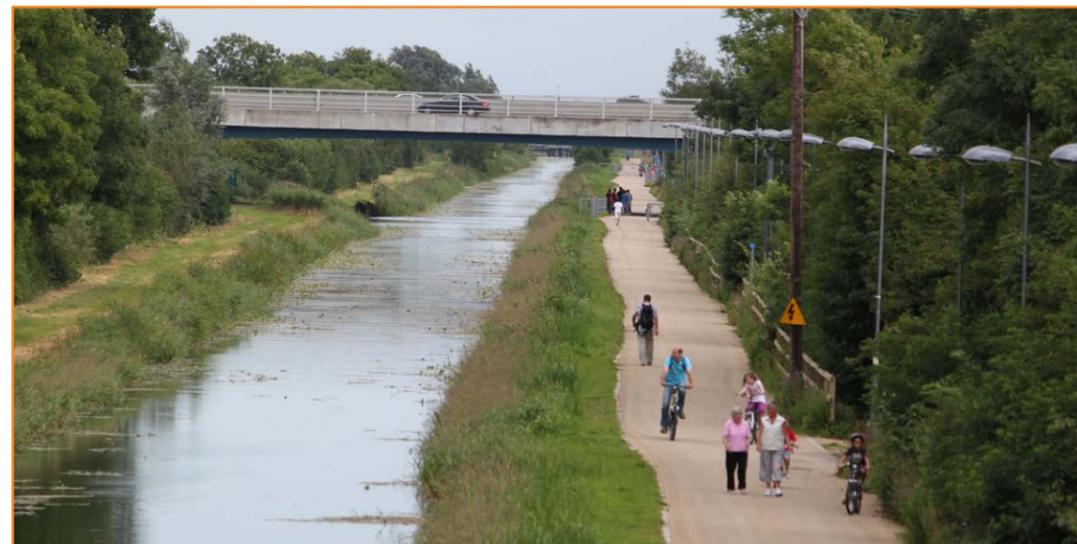
Figure 3.3.26 | 3D Image Canal Extension

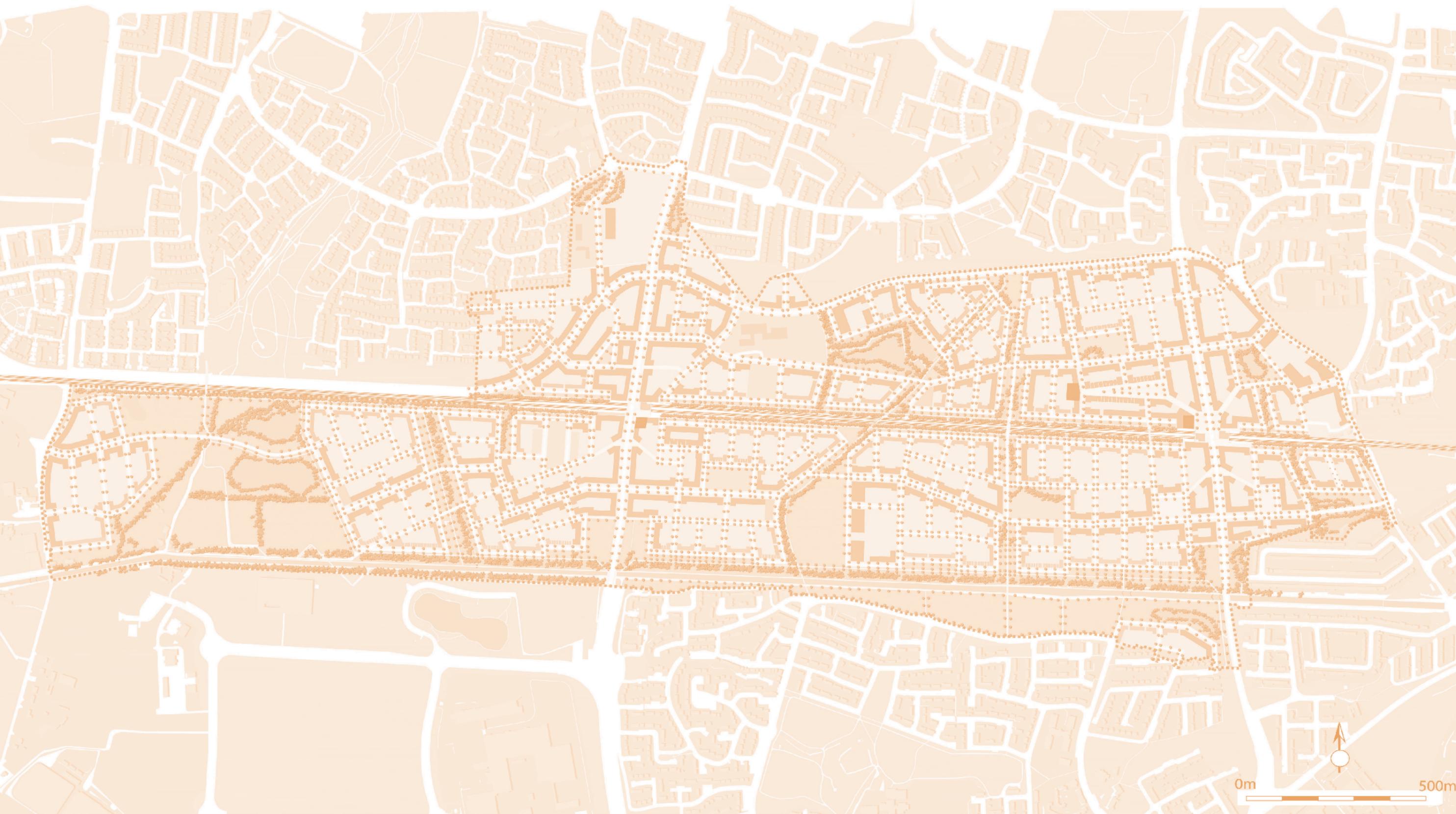


Key objectives

- » To develop a high quality residential neighbourhood as an extension to the existing Ashwood development;
- » To provide locally accessible open spaces of local and strategic importance;
- » To ensure high levels of legibility and ease of orientation;
- » To prioritise pedestrian and cyclist movement;
- » To provide for a range of housing on the canal frontage and local streets;
- » To provide a distinctive, diverse and quality frontage to the Canal corridor; and
- » To provide significant and integrated SUDS infrastructure, including a high amenity retention pond/lake within the Canal corridor.

**To prioritise
pedestrian and
cyclist movement.**





4

Phasing

- 4.1 Introduction
- 4.2 Phasing Programme
- 4.3 Phasing Table
- 4.4 Place Making
- 4.5 Local Level Requirements
- 4.6 Sequential Approach to Development
- 4.7 Operation of Phasing Programme
- 4.8 Planning Applications
- 4.9 Monitoring and Review
- 4.10 Funding and Implementation



4.1 Introduction

The SDZ lands are strategically located within the Metropolitan Area of Dublin City, adjoining the residential communities of Lucan and Clondalkin and in proximity to Grangecastle Business Park. The SDZ lands are considered to be relatively well served by existing infrastructure, including projects constructed relatively recently to accommodate the Strategic Development Zone (SDZ). The lands benefit from a wide range of existing infrastructure, including:

- » Kildare-Cork Railway Line
- » Operational railway station at Clondalkin-Fonthill
- » Constructed railway station at Kishoge
- » The Grand Canal
- » Grand Canal pedestrian and cycling greenway
- » Grange Castle Road (R126)
- » Fonthill Road (R113)
- » Lock Road (R120)
- » Strategic Foul Drainage Connection to Ringsend Treatment System
- » Strategic Water Network Supply

Notwithstanding the above, and having regard to the vision of the Planning Scheme the estimated population and the constraints of the lands, a carefully constructed and tight phasing programme is required to ensure the coordinated planning and delivery of essential strategic infrastructure, amenities and community facilities in advance of and in tandem with population growth in Clonburris and adjoining communities impacted by the development.

Key principles of the Phasing Programme:

- » **Balanced delivery of infrastructure, urban centres and community services in tandem with population increase in order to ensure sustainable communities and place making is prioritised;**
- » **A logical flexible schedule for development that ensures the coordinated and incremental development of the lands; and**
- » **Identification of critical infrastructure with the delivery of such linked to the completion of individual phases.**



4.2 Phasing Programme

The phasing programme in the Planning Scheme comprises 3 main elements:

Table 4.1 | Summary of Phasing Programme

Summary of Phasing Programme		
Element of Phasing Approach	Application	Description
1. Phasing Table (See Section 4.3)	Applicable to all Planning Scheme development	Strategic Phasing Requirements
2. Place Making Requirements (See Section 4.4)	Applies to the construction of residential units within the catchments of Clonburris Retail Core and Kishoge Retail Core	Secondary Phasing Requirement – Place Making Requirement Table is a supporting table to Phasing Table
3. Local Level Infrastructure (See Section 4.5)	Local level physical infrastructure	Secondary Phasing Requirement – Local Level Infrastructure Table is a supporting table to Phasing Table

Table 4.2 | Infrastructure required to be linked to the delivery of residential development and phased in accordance with the construction of residential units

1.	Surface Water Management Plan measures*
2.	Undergrounding of the 220kv Power Lines
3.	Griffeen Valley Park Extension (includes upgrade of existing pedestrian bridge over railway to Green Bridge).
4.	Na Cluainte (North and South)
5.	Schools Sites
6.	Community Buildings (Provision of)
7.	District Park Hub (Provision of)
8.	Health Centre
9.	Childcare Facilities
10.	Retail floorspace
11.	Fire Station site
12.	Main Link Streets within scheme (See Section 2.2.4)
13.	Major Signal Junctions (new and upgrades between combinations of Arterial Streets and Link Streets) **
14.	Vehicular Railway overbridge
15.	New Pedestrian & Cycle Canal overbridges
16.	New Pedestrian & Cycle Railway overbridges
17.	Upgrade & realignment of R120 Lock Road
18.	Opening of Railway Station at Kishoge
*- Please read in conjunction with Section 2.9 of the Planning Scheme and the accompanying Surface Water Strategy prepared to inform a detailed Surface Water Management Plan for the SDZ.	
** - Please read in conjunction with Transport Assessment	

4.3 Phasing Table

The Phasing Table (Table 4.3) for the Planning Scheme details a schedule and programme to plan and deliver strategic infrastructure and amenities on a phased basis, in tandem with the development of residential units in the Planning Scheme.

The phasing programme is based on the premise that the number of dwelling units that may be constructed and occupied in each phase of development is dependent on a predetermined amount of works to provide infrastructure, services, facilities and amenities having been completed to serve each phase. As such, in the event that the minimum requirements of the Phasing Table are not delivered for a particular phase, a restriction on the construction and occupation of residential units in the next phase will apply.

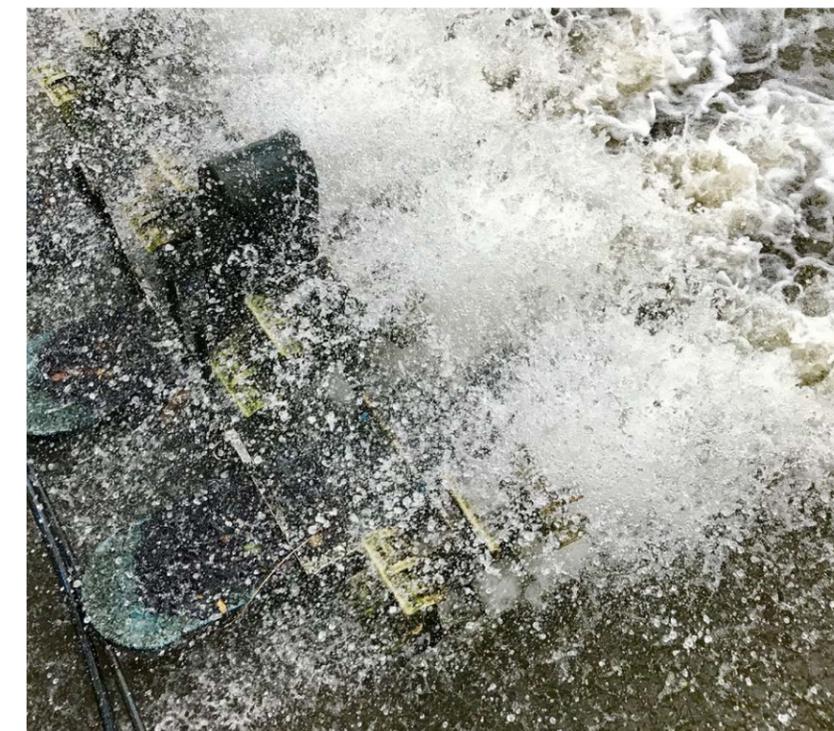
A phasing band of 2,000 units is incorporated into the Phasing Programme for the Planning Scheme. This phasing band is considered to be the optimal band to achieve a balanced delivery of infrastructure and community services in tandem with proportionate population increase to create critical mass and economic headroom. Furthermore, the bands provide a flexible schedule to aid development sequencing and incorporate lead in time for infrastructure.

To ensure that increased public transport infrastructure is delivered according to the phasing programme and the needs of the existing and expanding community the Council will establish a monitoring group comprising of Council officials, elected members and the National Transport Authority that shall meet at a minimum twice a year.

Table 4.3 | Phasing Table

Phase	Residential Units constructed and occupied	Minimum delivery in Phase
	Prior to commencement of development	<ul style="list-style-type: none"> » Prior to the commencement of development, strategic district level measures and detailed design shall be prepared by the developer(s) and agreed with South Dublin County Council through a Surface Water Management Plan to implement the prepared Surface Water Strategy. » Prior to the commencement of development, a strategic level Parks and Landscape Strategy (incorporating a Biodiversity Management Plan) shall be prepared by the developer(s) and agreed in writing with South Dublin County Council. » Prior to the commencement of development, detailed Water and Wastewater plans for the Planning Scheme shall be prepared by the developers and agreed with Irish Water and South Dublin County Council.
1A	0 – 1,000	<ul style="list-style-type: none"> » Retail Core development in accordance with the Place Making Requirements. » Development shall accord with the Local Level Infrastructure Requirements in relation to agreeing timeline for the opening of Kishoge Train Station & completion of the realignment of Lock Road (R120). » Provision of Water and Wastewater infrastructure on a pro rata basis in accordance with detailed plans agreed with Irish Water and SDCC. » The planning of works for the provision of community floor space and the availability of childcare spaces.
1B	1,001 – 2,000	<ul style="list-style-type: none"> » Planning permission for appropriate elements of Clonburris Retail Core, including retail provision, employment, residential, community floorspace and urban hub. » Planning permission for Kishoge Retail Core, including retail provision, employment, community floorspace and residential. » Planning and commencement of works at Griffeen Valley Park Extension or Na Cluainte (North and South) in accordance with the prepared and agreed strategic Parks and Landscape Strategy. » Agree and make available a school site to the Department of Education (in accordance with requirement of the Department of Education and SDCC). » Provision of a minimum 1,000 sqm net convenience floorspace and 500 sqm net comparison/ retail services floorspace (As part of the Place Making Requirements for delivery of Kishoge). » Provision of a minimum of 500 sqm of community services floorspace (e.g. childcare or health centre) (At Kishoge or Clonburris – subject to location of residential units constructed). » Design and planning permission for District Park Hub at Clonburris Little. » Planning and commencement of Link Streets with associated undergrounded services in Development Areas where construction of residential units commences or commenced in Phase 1 (A or B). » Provide/demonstrate availability of childcare spaces in the catchment in accordance with Section 2.7.3. » District and catchment level measures from an agreed Surface Water Management Plan to accommodate construction within the subject development areas of construction. » Retail Core development in accordance with the Place Making Requirements. » Development shall accord with Local Infrastructure Requirements in relation to opening of Kishoge Railway Station. » Provision of Water and Wastewater infrastructure in accordance with detailed plans agreed with Irish Water and SDCC on a pro rata basis.

Phase	Residential Units constructed and occupied	Minimum delivery in Phase
2	2,001 – 4,000	<ul style="list-style-type: none"> » Provision of District Park Hub at Clonburris Little. » Completion of Link Streets and associated junctions with associated undergrounded in development areas where residential units are constructed (includes bridges where relevant). » Planning and commencement of works to Griffeen or Na Cluainte (alternate option to park commenced in Phase 1B) in accordance with the prepared and agreed strategic Parks and Landscape Strategy. » Completion of works to Park commenced in Phase 1B at Griffeen or Na Cluainte. » Agree and make available sites to the Department of Education for Schools (in accordance with requirement of the Department of Education and SDCC). » Provide/demonstrate availability of childcare spaces in the catchment in accordance with Section 2.7.3 including the delivery of a minimum of one purpose built facility in Kishoge or Clonburris Urban Centre. » Provision of strategic pedestrian/cycle links (including bridges) in development areas where residential units are constructed. » District and catchment level measures from the Surface Water Management Plan to accommodate construction within the subject development areas. » Retail Core development in accordance with the Place Making Requirements. » Provision of Water and Wastewater infrastructure in accordance with detailed plans agreed with Irish Water and SDCC on a pro rata basis.
3	4,001 – 6,000	<ul style="list-style-type: none"> » Agree and make available site(s) to the Department of Education for School(s). » Provide/demonstrate availability of childcare spaces in the catchment in accordance with Section 2.7.3. » District and catchment level measures from the Surface Water Management Plan to accommodate construction within the subject development areas. » Retail Core development in accordance with the Place Making Requirements table. » Provision of Water and Wastewater infrastructure in accordance with detailed plans agreed with Irish Water and SDCC on a pro rata basis. » Provision of strategic pedestrian/ cycle links (including bridges) in development areas where residential units are constructed.
4	6,001 – end	<ul style="list-style-type: none"> » Provide/demonstrate availability of childcare spaces in the catchment in accordance with Section 2.7.3. » Provide floorspace in Clonburris or Kishoge Urban Centres for a minimum of 1 health centre in consultation with the HSE. » District and catchment level measures from the Surface Water Management Plan to accommodate construction within the subject development areas of construction. » Retail Core development in accordance with the Place Making Requirements. » Development shall accord with Local Infrastructure Requirements in relation to making a site available for a Fire Station to Dublin Fire Brigade and Undergrounding of 220 kv line. » Provision of Water and Wastewater infrastructure in accordance with detailed plans agreed with Irish Water and SDCC on a pro rata basis.



Provision of Water and Wastewater infrastructure in accordance with detailed plans agreed with Irish Water and SDCC on a pro rata basis.

Footnote: The Development Agency may set aside any phasing impediment where it is demonstrated that the infrastructure in question is not in itself essential for the development being proposed.

4.4 Place Making

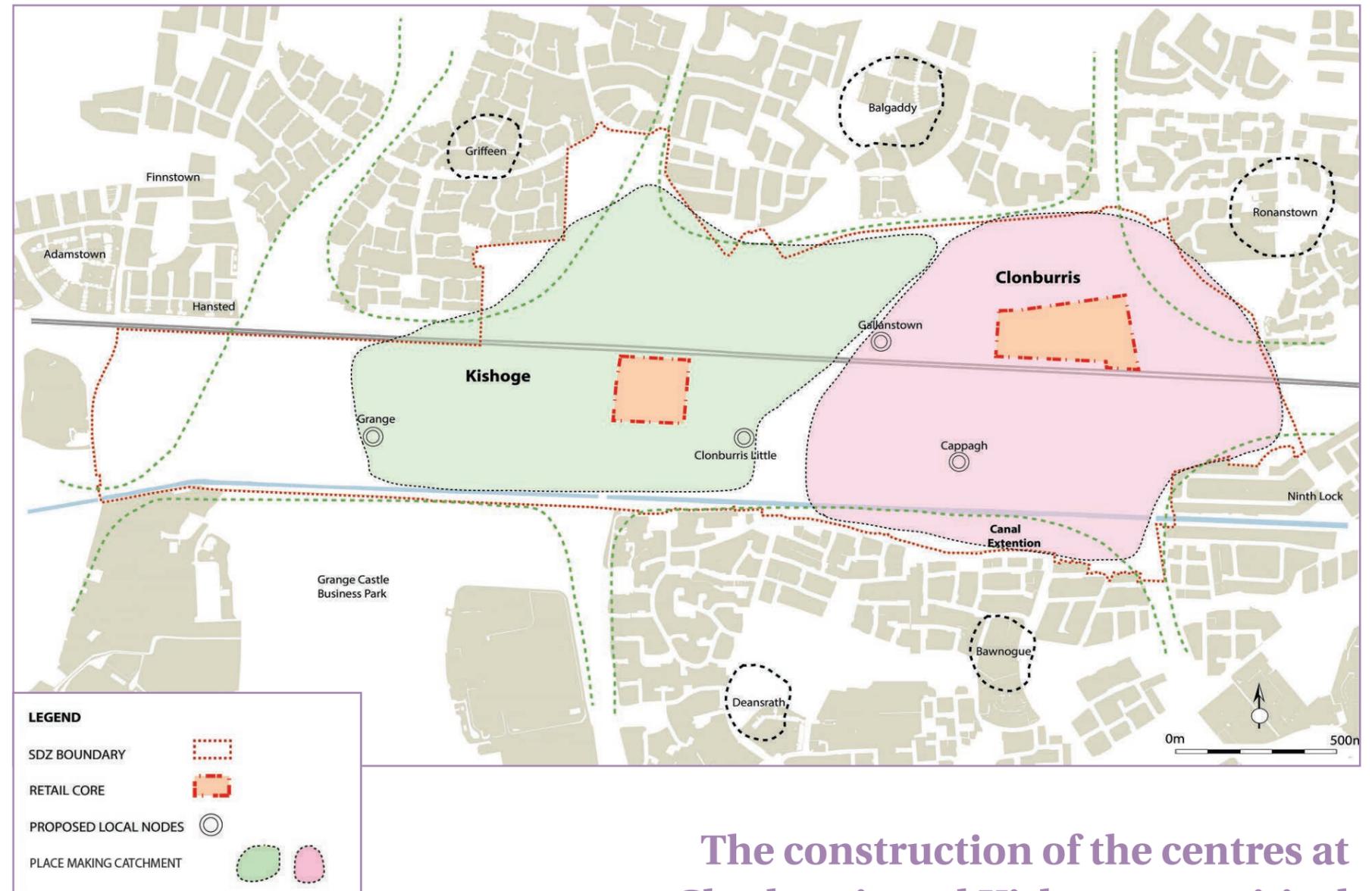
The construction of the centres at Clonburris and Kishoge are critical elements in achieving the vision of this Planning Scheme and providing a critical mass of facilities, amenities and services to enhance the quality of living for future and existing residents in the area. To ensure the development of the key urban centres in the Planning Scheme in tandem with the population growth and to achieve the vision for the Planning Scheme, residential units are required in the catchment of each of the Kishoge and Clonburris centres to be linked to the construction of the Retail Core of the relevant centre.

The Place Making Requirements Tables (Table 4.4 and Table 4.5) are supporting tables to the Phasing Table and links the construction of Kishoge and Clonburris Retail Cores with the construction of the residential units in each catchment.

The relevant catchments for the implementation of the Place Making requirements are outlined in Figure 4.1. The Retail Cores for each centre are coloured orange with a red dashed boundary. The Kishoge place making catchment is the area coloured green in Figure 4.1 and the Clonburris place making catchment is the area coloured red in Figure 4.1.

The Place Making Requirements shall be implemented on a flexible basis in relation to the sub sectors immediately adjacent to the place making catchment boundary between Kishoge and Clonburris, namely sub sectors in Kishoge North East, Clonburris North West, Kishoge South East and Clonburris South West Development Areas that can generally be considered to be within the catchment of both centres. In these areas, the residential units shall be interchangeable between the Kishoge and Clonburris catchments.

Figure 4.1 | Catchment Areas for the Place Making Requirements



The construction of the centres at Clonburris and Kishoge are critical elements in achieving the vision of the Planning Scheme and providing a critical mass of facilities, amenities and services.

4.4.1 Clonburris Retail Core

In tandem with the construction of residential units, the developers will be required to construct the Clonburris Retail Core on a pro rata basis. The Retail Core for Clonburris is defined in orange on Figure 4.1 and is further defined by the Sub Sector boundary of CUC-S1 and the associated public realm in Figure 4.2. The Planning Scheme provides for a target of 883 residential units, a minimum of 2,500 sqm of community floorspace, a minimum of 4,515 sqm of employment floorspace and a maximum of 12,920 sqm of retail floorspace in the Clonburris Retail Core area (CUC-S1).

The catchment for the implementation of the Place Making requirement for Clonburris Retail Core area is delineated in Figure 4.1 and corresponds with the Clonburris North West, Clonburris North East, Clonburris South East and Clonburris South West Development Areas (See Chapter 3). The cumulative target of dwellings units in the Clonburris Place Making catchment is 4,894. The Planning Scheme requires the proportionate construction of the Clonburris Retail Core in tandem with the residential units in the Clonburris catchment. As such, every 1,000 units constructed in the Clonburris catchment (Fig 4.1) requires the construction of a minimum of 25% of Clonburris Retail Core Area and associated public realm works. The 25% is a minimum and can be exceeded or completed sooner than required.

Figure 4.2 | Clonburris Retail Core Area as a Sub Sector

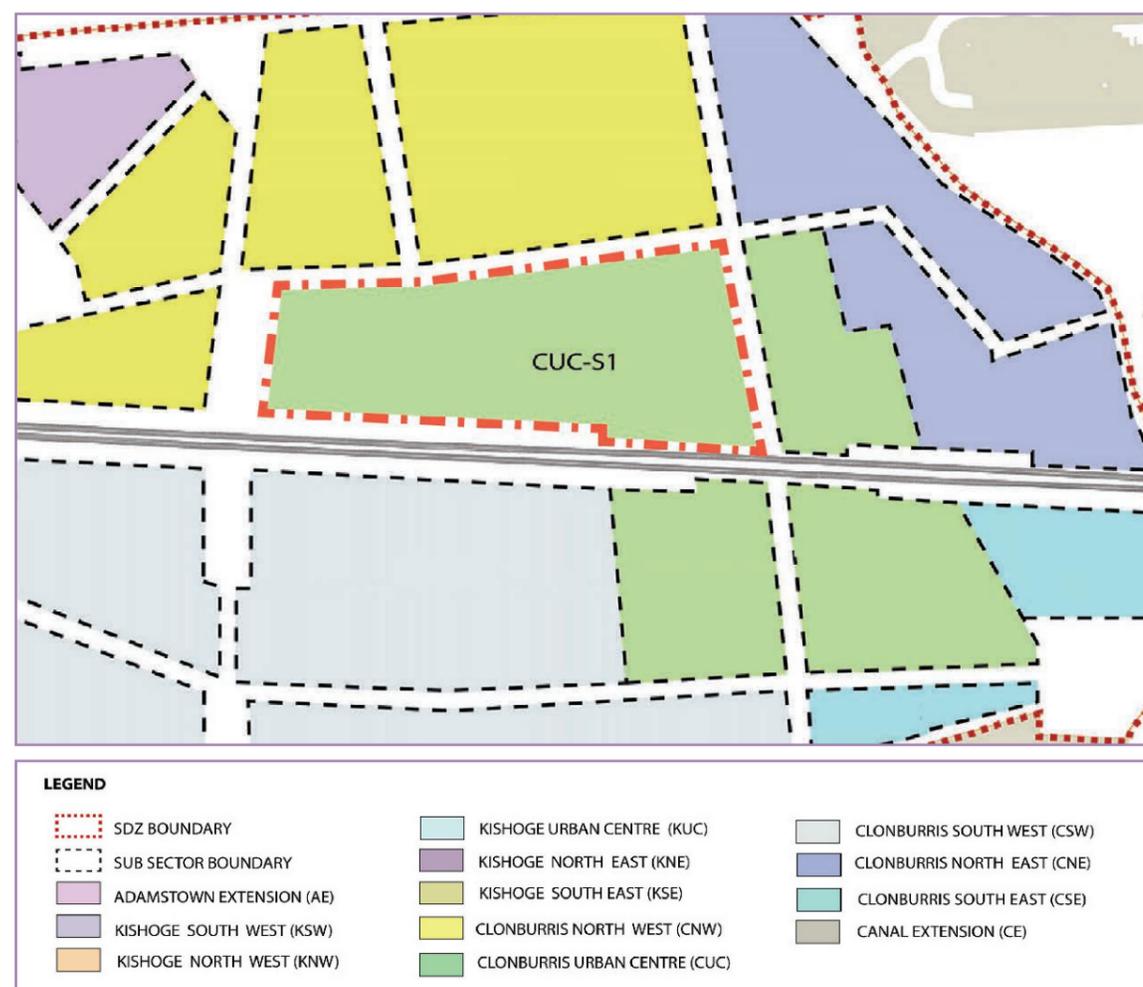


Table 4.4 | Place Making Requirement for Clonburris Catchment

<p>Delivery of Clonburris Retail Core (Sub Sector CUC- S1)</p> <ul style="list-style-type: none"> - Linked to residential units constructed in Clonburris catchment (Figure 4.1). - Clonburris Retail Core is defined as Sub Sector CUC-S1 in Figure 4.2 and the Retail Core boundary delineated on the Figure 4.1 	<p>Every 1,000 units constructed in the catchment requires construction of a minimum of 25% of Clonburris Retail Core.</p> <p>The percentage of the proposed/ completed development in the Retail Core will be assessed by the Planning Authority based on the number of blocks completed, the delivery of urban grain and the delivery of public realm works.</p> <p>Planning applications for residential development in the catchment shall include a Place Making Strategy to demonstrate compliance with this table.</p> <p>Proposals in the Retail Core are required to detail associated public realm works including for the urban square and pedestrian streets.</p> <p>Proposals in the Retail Core are required to be in accordance with the requirements of the Planning Scheme.</p>
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The percentage of the proposed/completed development in the Retail Core will be assessed on the blocks, urban grain, public realm works and land uses.

4.4.2 Kishoge Retail Core

In tandem with the construction of residential units, the developers will be required to construct the Kishoge Retail Core. The Retail Core for Kishoge is defined by Sub Sector KUC-S4 and the associated public realm. Figure 4.3 and the Retail Core area for the centre in Figure 4.1 delineate same. The Planning Scheme provides for a target of 365 residential units, a maximum of 2,600 sqm of retail floorspace, a minimum of 4,600 sqm of employment floorspace and a minimum of 1,500 sqm community floorspace in Kishoge Retail Core (KUC-S4).

The relevant catchment for the implementation of the Place Making requirement for Kishoge Retail Core area is delineated in Figure 4.1 and corresponds with the Kishoge North West, Kishoge North East, Kishoge South West & Kishoge South East Development Areas (See Chapter 3). The cumulative target units in the Kishoge Place Making catchment is 4,079 units. The Planning Scheme requires the proportionate construction of the Kishoge Retail Core in tandem with the residential units in the Kishoge catchment. As such, every 1,000 units constructed in the Kishoge catchment (Figure 4.1) requires the construction of a minimum of 33% of Kishoge Retail Core area and associated public realm works. The 33% is a minimum and can be exceeded or completed sooner than required.

Figure 4.3 | Kishoge Retail Core Area as a Sub Sector

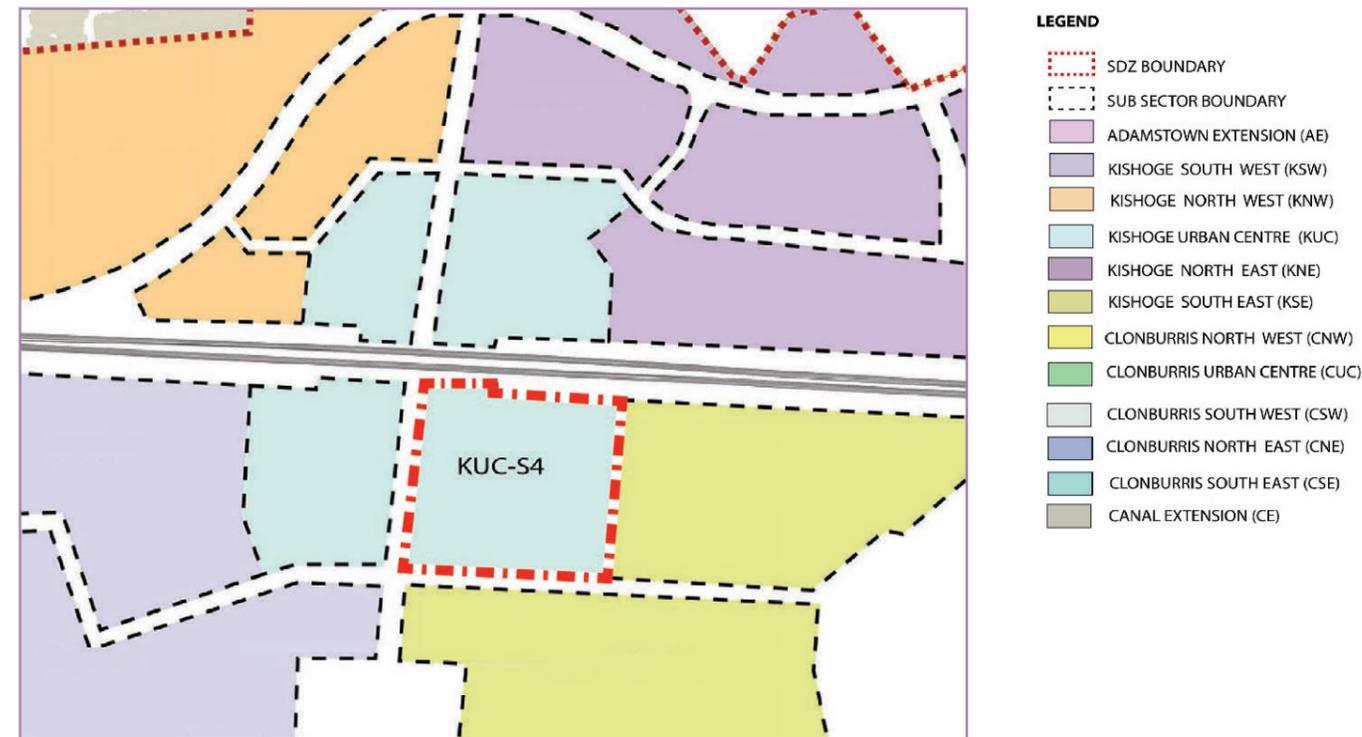


Table 4.5 | Place Making Requirement for Kishoge Catchment

<p>Delivery of Kishoge Centre (Core Area)</p> <ul style="list-style-type: none"> - Linked to unit construction in Kishoge catchment - Kishoge Centre Retail Core is defined as sub sector KUC-S4 (see Figure 4.3) 	<p>Every 1,000 units constructed in the catchment requires construction of a minimum of 33% of Kishoge Centre Core.</p> <p>The percentage of the proposed/ completed development in the Retail Core will be assessed by the Planning Authority based on the number of blocks completed, the delivery of urban grain and the delivery of public realm works.</p> <p>Planning applications for residential development in the catchment shall include a Place Making Strategy to demonstrate compliance with this table.</p> <p>Proposals in the Retail Core are required to detail associated public realm works including for the urban square and pedestrian streets.</p> <p>Proposals in the Retail Core are required to be in accordance with the requirements of the Planning Scheme.</p>
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The percentage of the proposed/completed development in the Retail Core will be assessed on the blocks, urban grain, public realm works and land uses.

The Planning Scheme requires the proportionate construction of the Kishoge Centre Retail Core in tandem with the residential units in the catchment.

4.5 Local Level Requirements

The final element of the phasing programme relates to infrastructure delivery at a Development Area level. These physical infrastructure projects are required to overcome existing local infrastructure constraints to enable the construction of a number of residential units in the Development Areas.

The Planning Scheme requires the delivery of key physical infrastructure to ensure a coordinated build out of the masterplan. The strategic and district level infrastructure and amenities are included in the Phasing Table (Table 4.3).

The infrastructure listed in the Local Requirements Table (Table 4.6) are considered to be critical infrastructure for specific Development Areas in the Planning Scheme.

The construction of units in development areas impacted by infrastructure in the 'Local Level Requirements Table' shall be restricted, subject to the delivery of the related infrastructure. The general requirements of the Phasing Table and the Place Making table shall also be complied with.

Table 4.6 | Local Level Requirements Table

Infrastructure	Development Area Restricted	Phase
<p>Kishoge Railway Station</p> <p>Required Actions:</p> <p>Agree timeframe for opening in Phase 1A.</p> <p>Railway Station opening in Phase 1B.</p>	This phasing requirement is only applicable to development within the Kishoge catchment, namely Kishoge Urban Centre, Kishoge South East, Kishoge South West, Kishoge North West & Kishoge North East Development Areas.	1A & 1B
<p>Lock Road (R120)</p> <p>Required Action:</p> <p>Completion of realignment works as permitted in Part 8.</p>	This phasing requirement is only applicable to development within the Adamstown Extension (AE) Development Area.	1
<p>Griffeen Avenue Upgrade</p> <p>Upgrade of existing link street at Griffeen Avenue and junctions as required.</p>	This phasing requirement is only applicable to Kishoge North West Development Area.	3
<p>Existing Power lines</p> <p>Required Action:</p> <p>Completion of undergrounding of 220 kv line from Grange Castle Road to the west (as approved by Strategic Infrastructure Development application).</p>	This phasing requirement is only applicable to sections of Adamstown Extension, Kishoge South West & Kishoge North West Development Areas within the existing wayleave.	4
<p>Existing Power Lines</p> <p>Required Action:</p> <p>Undergrounding of the 220 kv from Grange Castle Road eastwards.</p>	<p>This phasing requirement is only applicable to the section of Kishoge North East Development Area within the existing wayleave.</p> <p>This will be considered on an incremental, site by site basis, as appropriate to accommodate development and shall be agreed with South Dublin County Council, Eirgrid and other relevant stakeholders, as required.</p>	4
<p>Fire Station Site</p> <p>Required Action:</p> <p>Subject to Section 2.7.3 (v), make a site available to Dublin Fire Brigade for Fire Station.</p>	This phasing requirement is only applicable to development in Clonburris North West Development Area.	4

4.6 Sequential Approach to Development

The Planning Scheme does not specify a commencement location for the construction of residential units for any phase of residential development. The location for commencing development in the Planning Scheme and within Development Areas is flexible. However, apart from exceptional circumstances, when development commences in a Development Area, subsequent permissions and development in the subject Development Area shall be required to integrate with the previous development in a sequential way.

As part of any planning application, the developer shall demonstrate a rationale for the site selection of the proposed development in relation to other constructed, permitted or proposed development. This should form part of a Design Statement (See Section 2.8.2). In general, integrated and adjoining development will be required to prevent piecemeal and isolated development. Developers are encouraged to sequence the delivery of the units radially from the Urban Centres.

4.7 Operation of Phasing Programme

The phasing programme excludes site level requirements and general ancillary works required within individual developments to accord with the Planning Scheme as set out throughout this document e.g. footpaths, cycle ways, private amenity space, local open space, landscaping etc.

Any required works may be brought forward and completed sooner than scheduled in the phasing programme. In general, unless all required works for a particular phase of residential development are completed, the total number of dwelling units that may be occupied will not increase beyond that phase. In exceptional circumstances, the Development Agency will consider the substitution of equivalent works from a later phase, subject to consideration of the rationale for the substitution. Any substitution must be demonstrated in writing to be equivalent in terms of residential amenity, be in accordance with the Planning Scheme, support sequential development and the proper planning and sustainable development of the area. For example, the substitution of physical infrastructure works in lieu of social infrastructure or place making requirements will generally not be accepted. The substitution clause is not relevant to the infrastructure in the Local Requirements Table or the Place Making Requirements Table. The Development Agency may set aside any phasing impediment where it is demonstrated that the infrastructure in question is not in itself essential for the development being proposed.

A 'Roll - Over' mechanism may operate between any two phases. In the event of the maximum permissible number of units being completed before the required facilities and infrastructure in any phase, a 'Roll - Over' of up to 250 dwelling units may be constructed in the following phase, subject to planning permission. These residential units may not be constructed until the developer demonstrates the provision of requirements from the previous phase is ongoing and the units may not be occupied until the requirements in the previous phase have been completed.

4.8 Planning Applications

There is no limit on the amount of works i.e. infrastructure, services, facilities and amenities that may be subject to any single planning application.

There is no limit on the number of dwellings that may be included in any single planning application. However, the implementation of permissions granted will be subject to the phasing programme of the Planning Scheme.

Certain required works may take longer than one phase of residential development to complete, in which case it may be necessary to seek planning permission for the works sooner than the phase of dwellings for which they are required.

All planning applications submitted for either works and/or dwellings within the Planning Scheme area shall provide a schedule and report on the phasing programme and shall include the following:

- a). Designation of any residential development to a phase of the Phasing Table;
- b). Details of the required works for the application i.e. infrastructure, services, facilities and amenities and number, type and location of dwellings completed to date;
- c). Details of how the proposed development satisfies the quantitative parameters of the Planning Scheme for the relevant Development Area;
- d). Details of compliance with the requirements of the Phasing Programme, including the designated phase, the previous phase and the Place Making Requirements; and
- e). The schedule and report shall consider and provide cumulative details for the SDZ lands in relation to items a) to d).

The format of this report and schedule shall be agreed with the Development Agency and landowners.

4.9 Monitoring and Review

A review of the Phasing Programme and the Planning Scheme shall be undertaken by the Development Agency as part of Phase 2, i.e. before Phase three can commence, to ensure that the required infrastructure and facilities detailed in Phases 1-2 of the Planning Scheme have been provided and are operational and that the overall Scheme is progressing and continues to progress in a satisfactory manner.

The review shall include a Strategic Environmental Assessment monitoring report. SDCC shall collate the existing relevant monitored data and is responsible for the preparation of the monitoring and publication of the report.

4.10 Funding and Implementation

The development of the SDZ lands is subject to the SDCC Section 48 Development Contribution Scheme 2016-2022 and the Kildare Route Project Section 49 Contribution Scheme and any applicable superseding schemes.

The SDZ Order (S.I. No. 604 of 2015) states that the development agency specified for the purposes of section 168 of the Planning and Development Act 2000 (as amended) is South Dublin County Council. South Dublin County Council shall proactively manage and promote the integrated development of this Planning Scheme.

In some cases, the completion of works required to facilitate residential development in a phased manner within the Planning Scheme are outside the direct control of either SDCC, the SDZ landowners or the Development Agency. All measures and funding streams available for the release of funding to provide for the delivery of infrastructure and community facilities in Clonburris will be pursued in conjunction with landowners/ developers.