

# 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.

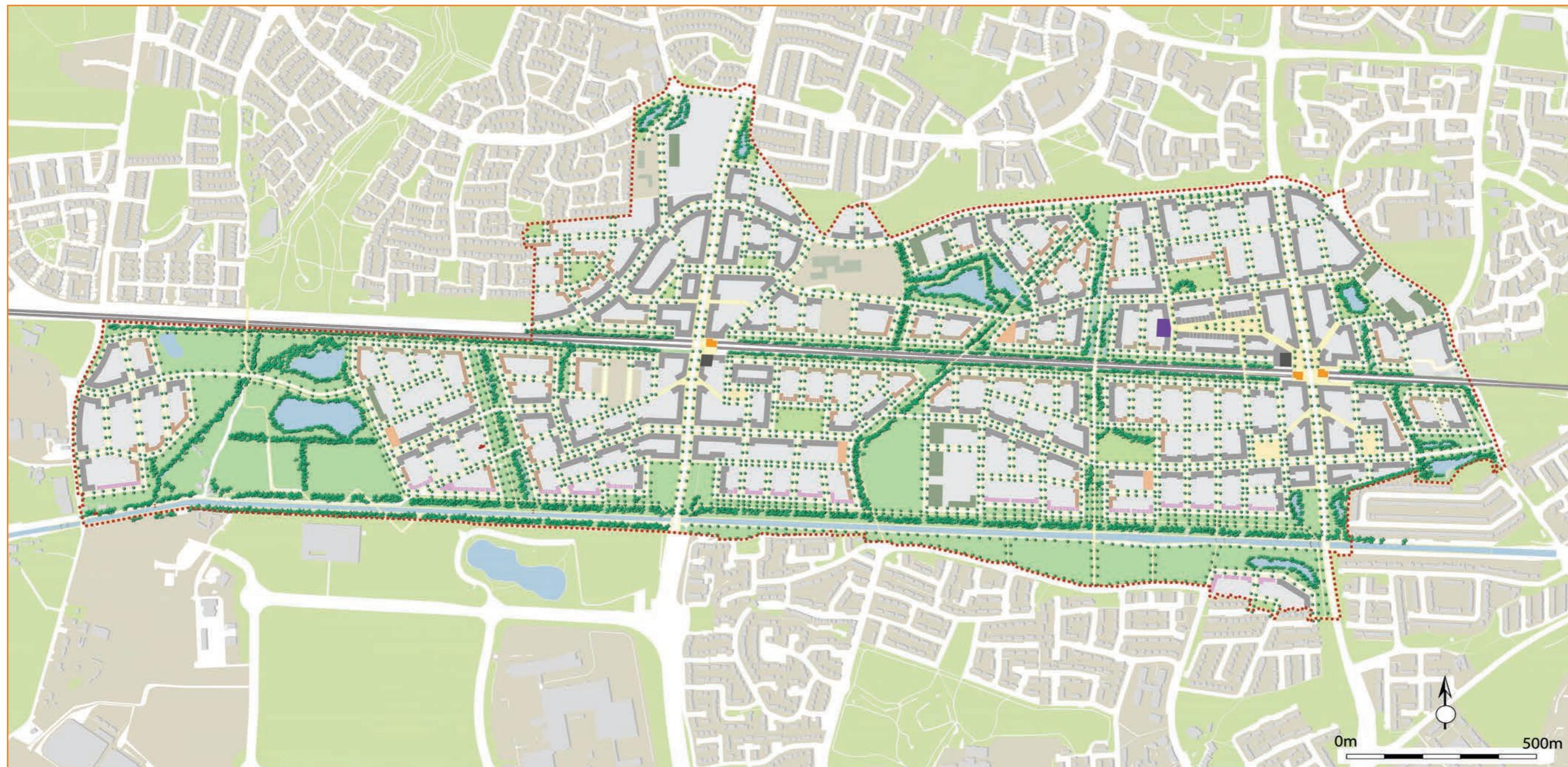
### Key Principles

**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.



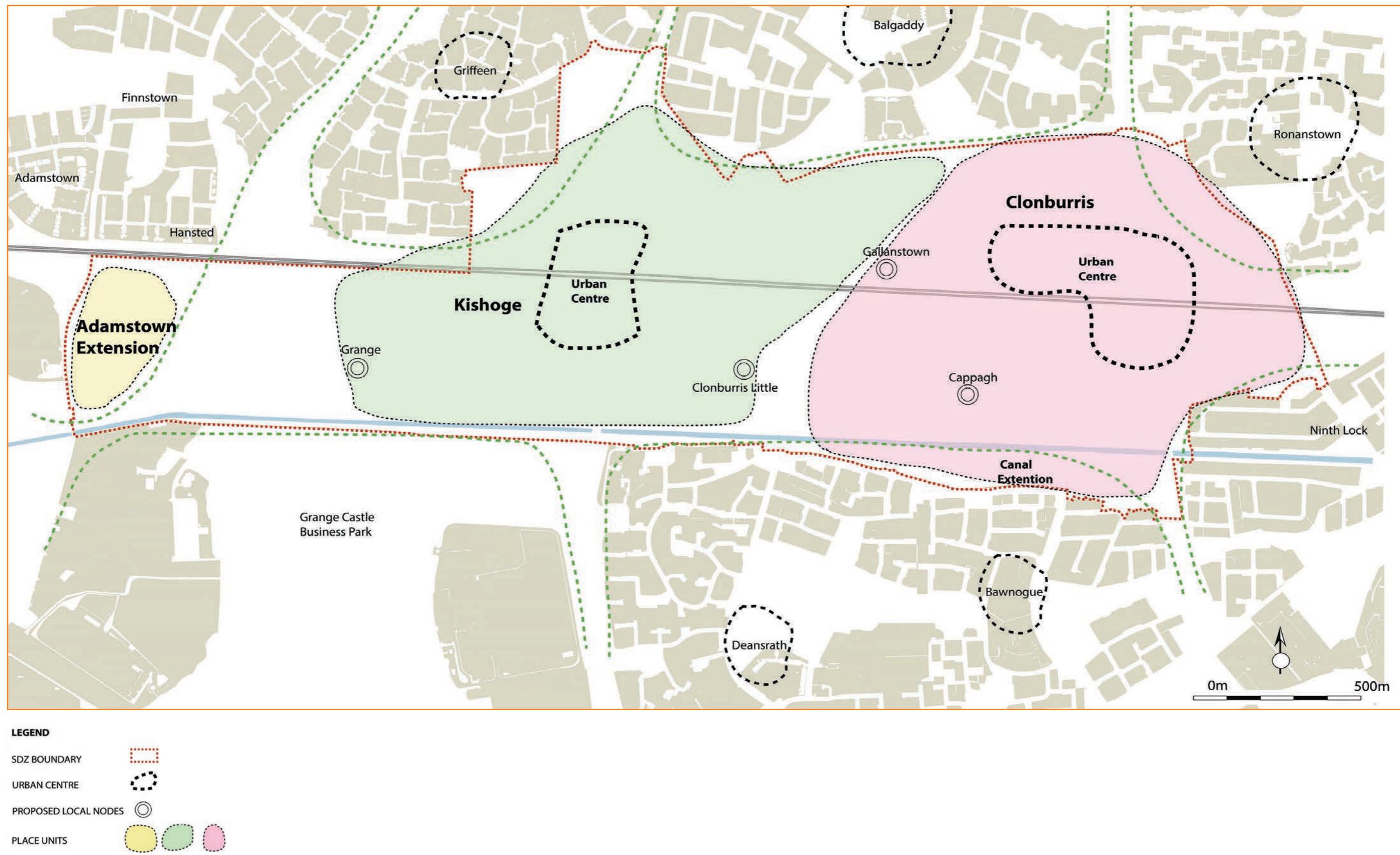
Figure 3.1 | Planning Scheme Masterplan

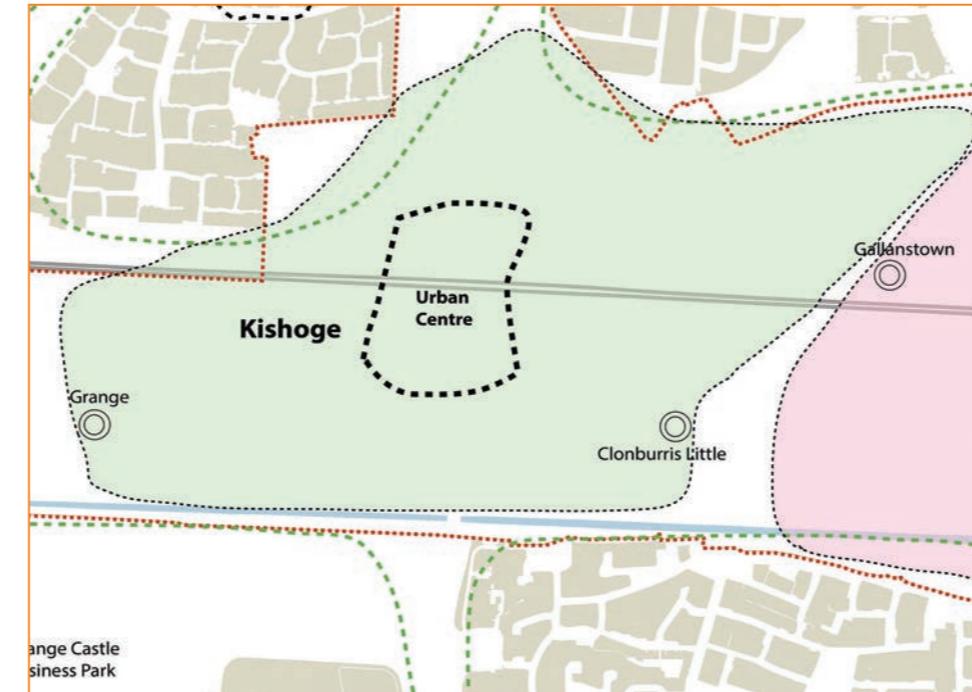
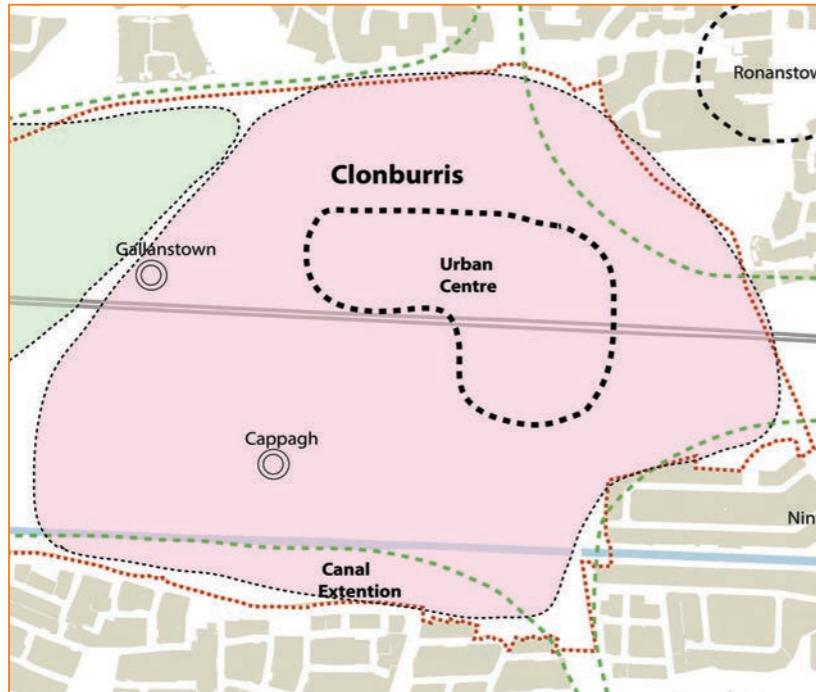


LEGEND	
	SDZ BOUNDARY
	URBAN SPACE
	LOCAL PARKS AND SQUARES
	STRATEGIC OPEN SPACE
	EXISTING GREEN INFRASTRUCTURE
	CANAL / SUDS / POND / WATER WAY
	WALKWAYS / CYCLEWAYS
	EXISTING BUILDINGS
	EXISTING URBAN BLOCK
	EXISTING URBAN BLOCK
	TREES LINE
	EXISTING / IMPROVED HEDGEROW/TREE LINE
	LANDMARK BUILDINGS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

## 3.2 Character Areas

Figure 3.2 | Character Areas





## 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

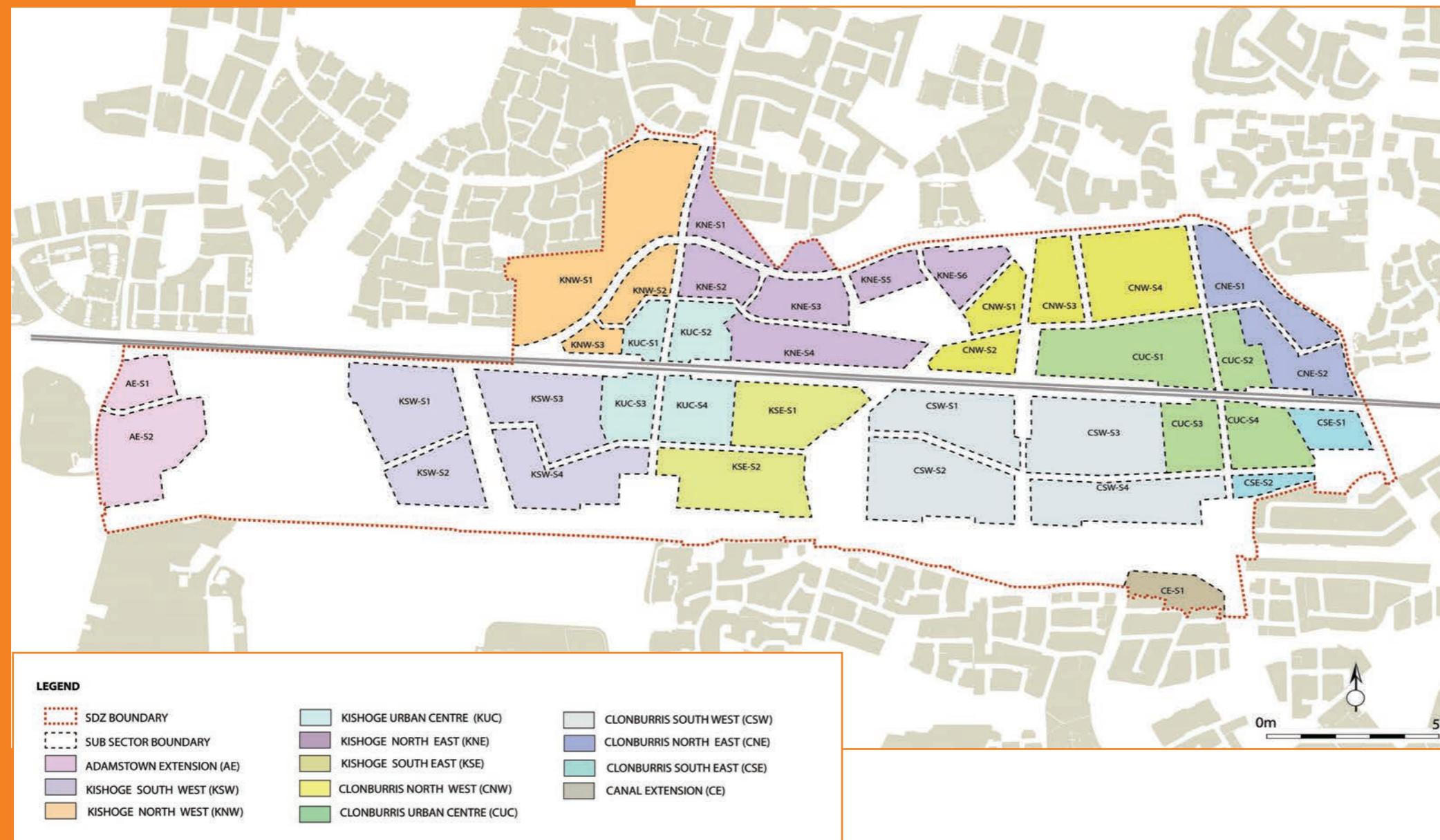
The Adamstown Extension Character Area will comprise low to medium density residential development. It will take the form of an extension of Adamstown with park and canal frontage to the south and east.

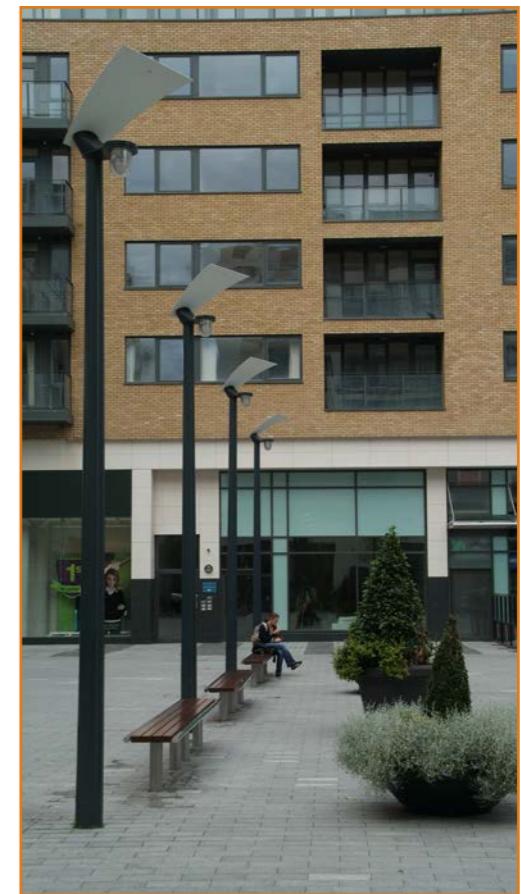
### 3.3 Development Areas

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

# Development Area 1: Clonburris Urban Centre



Figure 3.3.3 | Clonburris Urban Centre

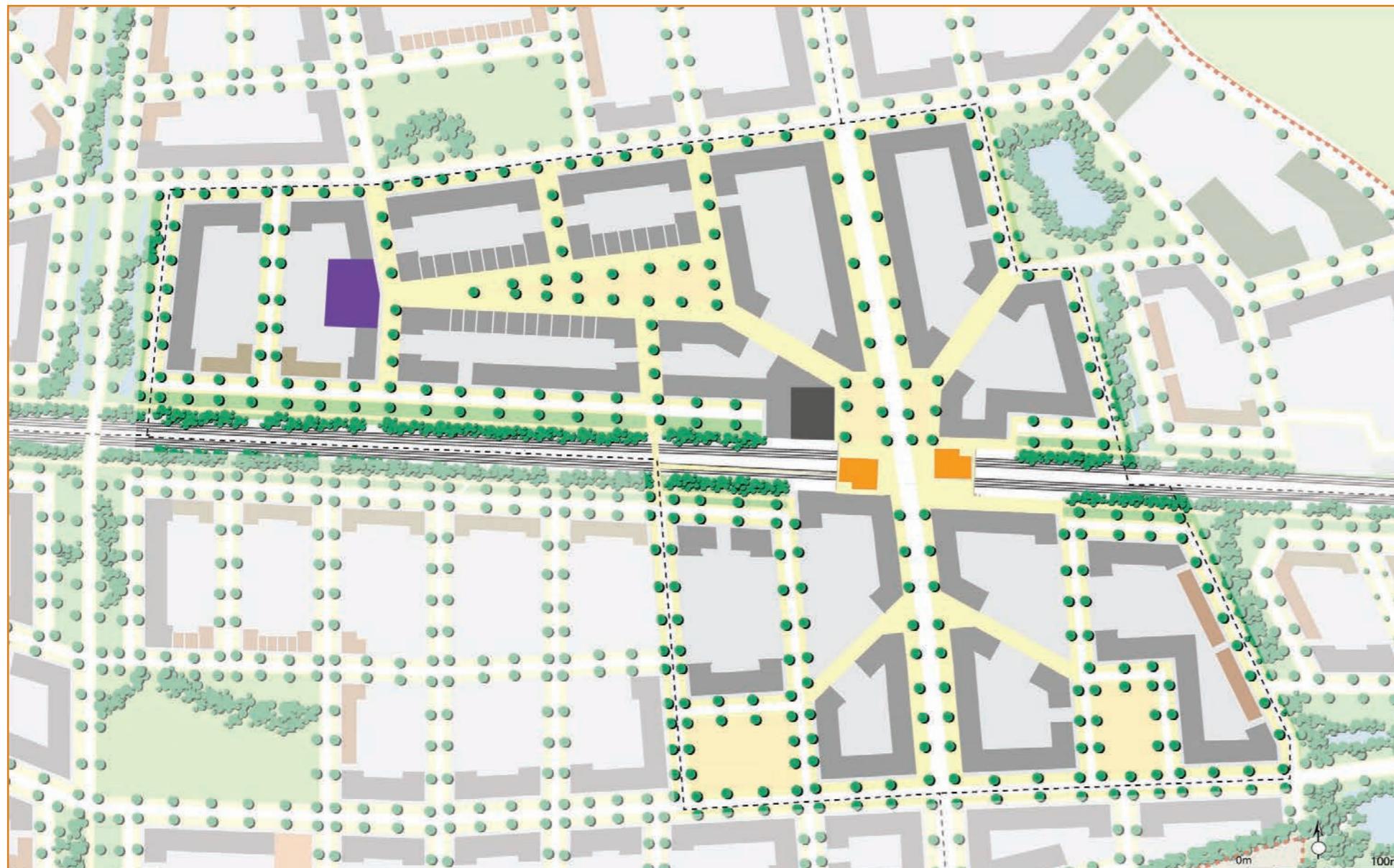


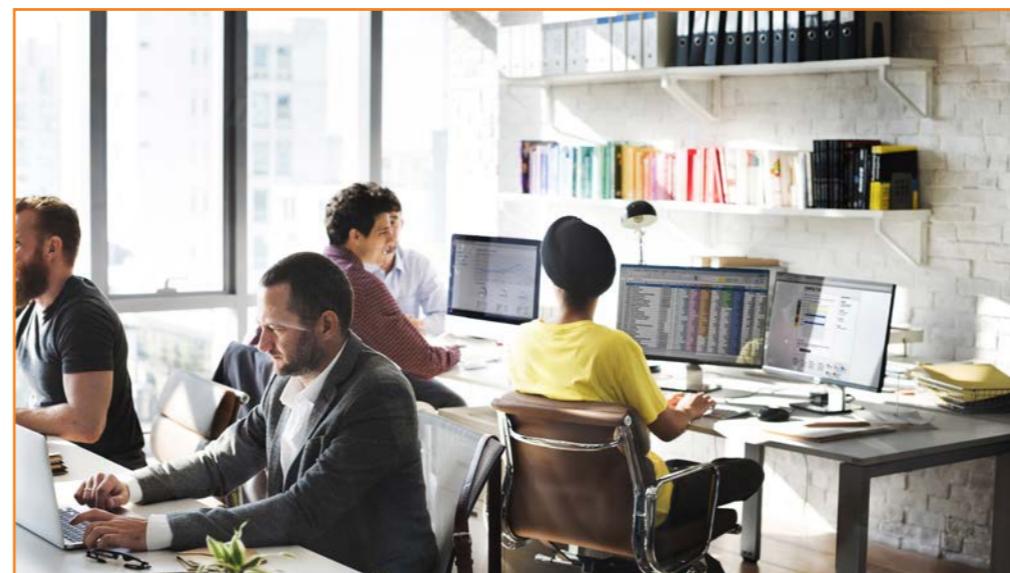
Table 3.3.1 | Clonburris Urban Centre

<b>Area character type</b>	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.		
<b>Net Developable Area</b>	17.90 ha	
<b>No of units (Target)</b>	1,265	
<b>Average Net Density (Target)</b>	Sub Sector	Average Net Density (Target)
	CUC-S1	69
	CUC-S2	78
	CUC-S3	68
	CUC-S4	72
* See also Table 2.1.5 for full range of density		
<b>Affordable/Social dwellings</b>	To be negotiated in accordance with relevant legislation and SDCC Housing Policy	
<b>Non-retail commercial development</b>	18,515 sqm min	
<b>Retail development</b>	16,520 sqm max	
<b>Community</b>	2,500 sqm min	
<b>Building height</b>	Sub Sector	Building Height
	CUC-S1	2-6 storey
	CUC-S2	3-6 storey
	CUC-S3	2-6 storey
	CUC-S4	2-6 storey
* See also Figure 3.3.2 Building Height Concept		
<b>Public open space</b>	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: Clonburris South East



Figure 3.3.5 | Clonburris South East

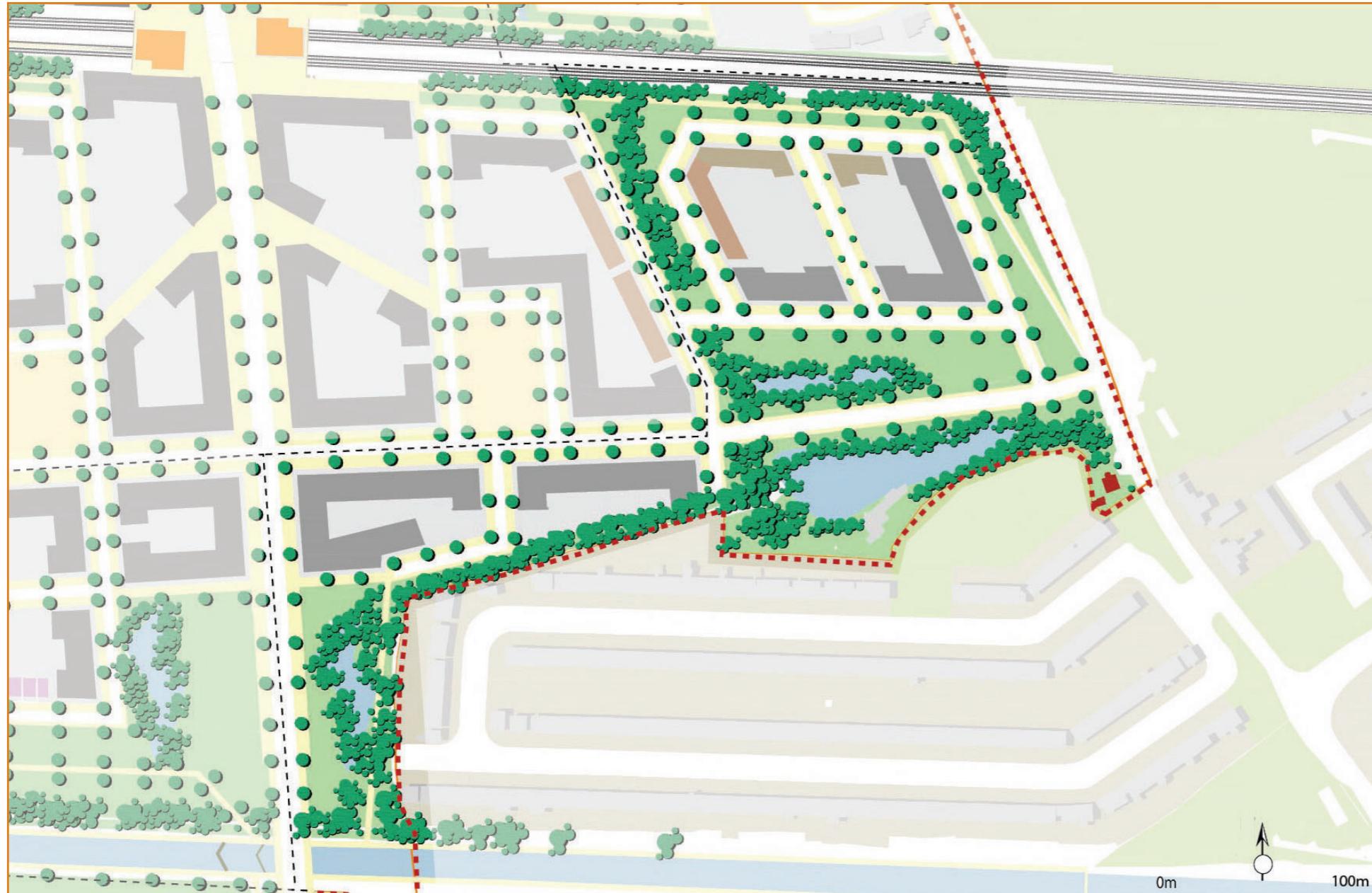


Table 3.3.2 | Clonburris South East

<b>Area character type</b>	Mixed development area with medium density residential development close to the main Urban Centre.	
<b>Net development area</b>	3.30ha	
<b>No of units (Target)</b>	201	
<b>Average Net Density Target</b>	Sub Sector	Average Net Density (Target)
	CSE-S1	56
	CSE-S2	70
* See also Table 2.1.5 for full range of density		
<b>Affordable/Social dwellings</b>	To be negotiated in accordance with relevant legislation and SDCC Housing Policy	
<b>Building height</b>	Sub Sector	Building Height
	CSE-S1	2-4 storey
	CSE-S2	2-5 storey
* See also Figure 3.3.2 Building Height Concept		
<b>Public open space</b>	4,300 sqm	

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

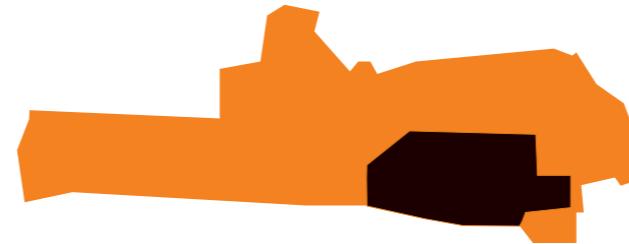


Figure 3.3.7 | Clonburris South West



Table 3.3.3 | Clonburris South West

<b>Area character type</b>	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.	
<b>Net development area</b>	25.98ha	
<b>No of units (Target)</b>	1,441	
<b>Average Net Density (Target)</b>	Sub Sector	Average Net Density (Target)
	CSW-S1	50
	CSW-S2	50
	CSW-S3	56
	CSW-S4	64
* See also Table 2.1.5 for full range of density		
<b>Affordable/Social dwellings</b>	To be negotiated in accordance with relevant legislation and SDCC Housing Policy	
<b>Non-retail commercial development</b>	200 sqm min	
<b>Retail development</b>	400 sqm max	
<b>Community</b>	600 sqm min	
<b>Building height</b>	Sub Sector	Building Height
	CSW-S1	2-5 storey
	CSW-S2	2-4 storey
	CSW-S3	2-4 storey
	CSW-S4	2-5 storey
* See also Figure 3.3.2 Building Height Concept		
<b>Public open space</b>	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

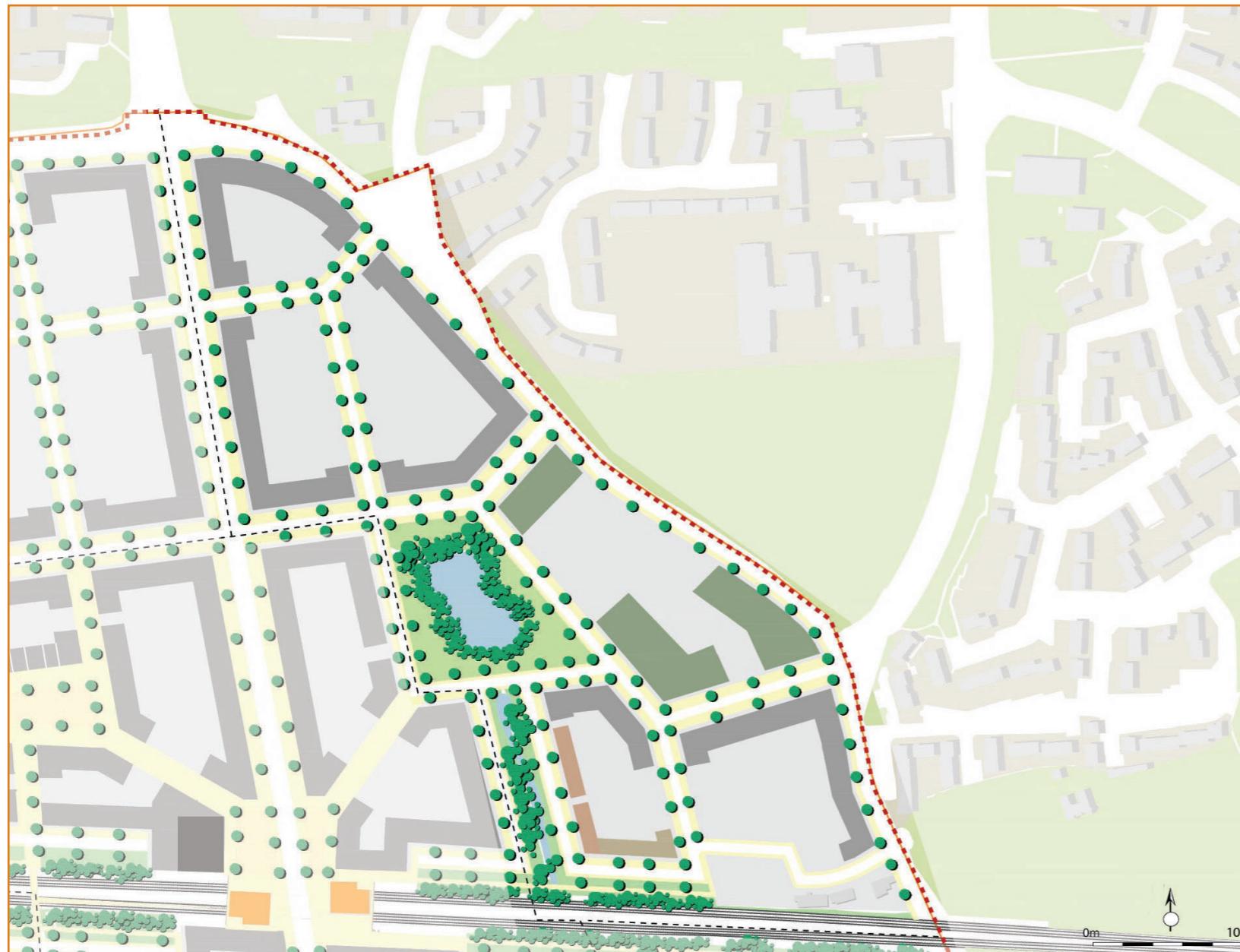
- » To develop a high quality residential neighbourhood at Clonburris;
- » To develop a new local node, Cappagh, comprising small-scale, local retail, service and community facilities, fronting the new Boundary Park;
- » To develop new co-located primary and post-primary schools with direct access and 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.

# Development Area 4

## Clonburris North East



### Figure 3.3.9 | Clonburris North East



**Table 3.3.4** | Clonburris North East

<b>Area character type</b>	Mixed development area with medium density residential development close to the Clonburris Urban Centre.	
<b>Net development area</b>	7.50ha	
<b>No of units (Target)</b>	410	
<b>Average Net Density (Target)</b>	Sub Sector	Average Net Density (Target)
	CNE-S1	68
	CNE-S2	44
* See also Table 2.1.5 for full range of density		
<b>Affordable/Social dwellings</b>	To be negotiated in accordance with relevant legislation and SDCC Housing Policy	
<b>Building height</b>	Sub Sector	Building Height
	CNE-S1	2-5 storey
	CNE-S2	2-5 storey
* See also Figure 3.3.2 Building Height Concept		
<b>Public open space</b>	15,300 sqm	

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 Clonburris North West

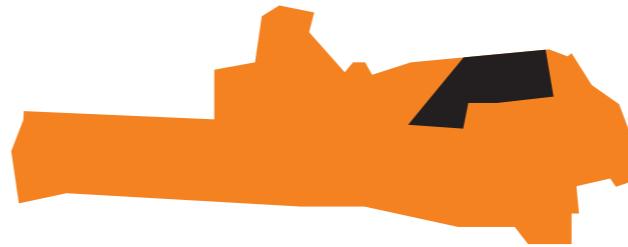


Figure 3.3.11 | Clonburris North West

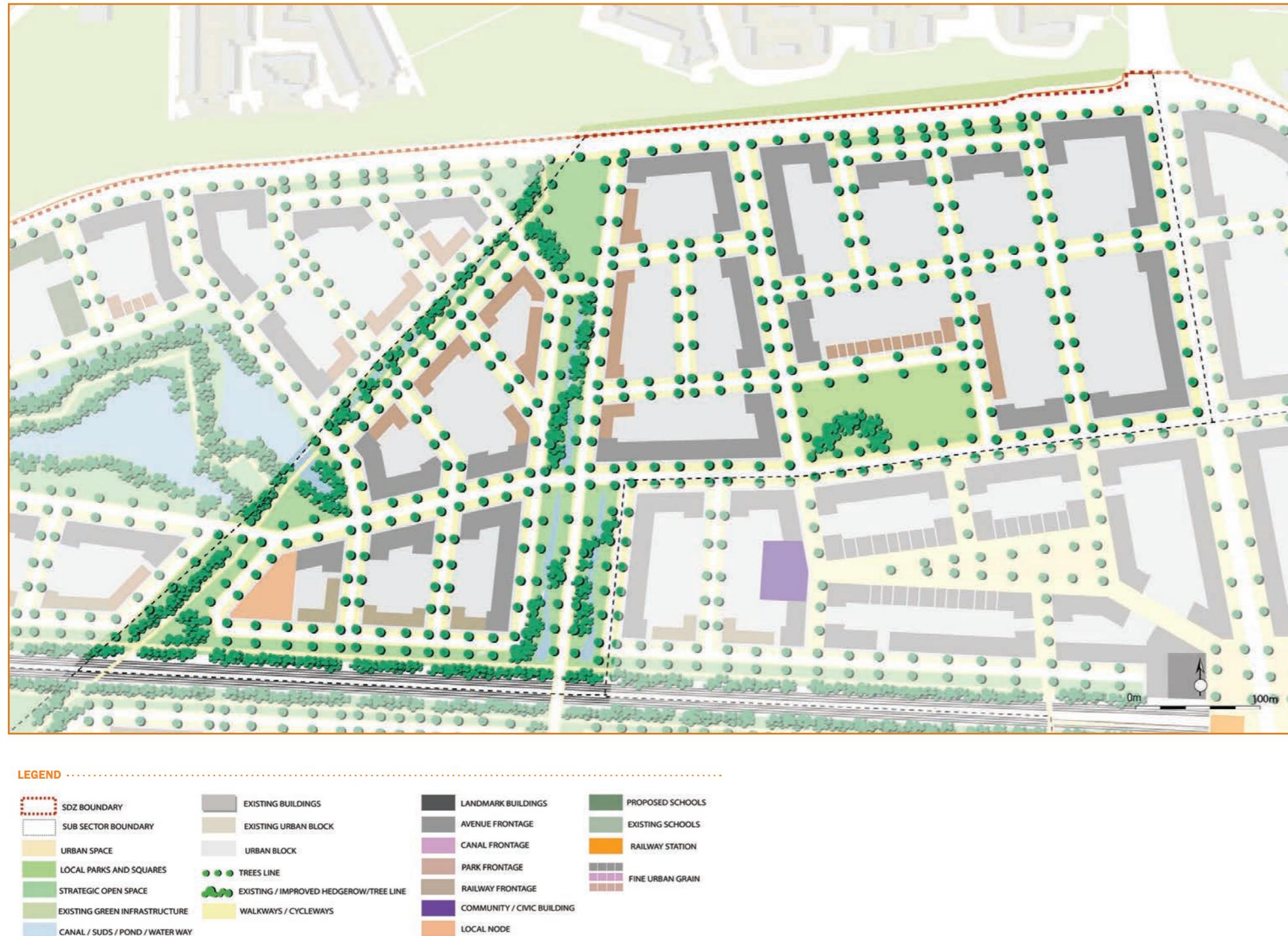


Table 3.3.5 | Clonburris North West

<b>Area character type</b>	Mixed development area with medium density residential development close to the main Urban Centre with community uses and a post primary school.	
<b>Net development area</b>	14.37 Ha	
<b>No of units (Target)</b>	783	
<b>Average Net Density (Target)</b>	Sub Sector	Average Net Density (Target)
	CNW-S1	50
	CNW-S2	50
	CNW-S3	60
	CNW-S4	55
* See also Table 2.1.5 for full range of density		
<b>Affordable/Social dwellings</b>	To be negotiated in accordance with relevant legislation and SDCC Housing Policy	
<b>Community</b>	600 sqm min	
<b>Retail</b>	400 sqm max	
<b>Commercial</b>	200 sqm min	
<b>Building height</b>	Sub Sector	Building Height
	CNW-S1	2-5 storey
	CNW-S2	2-5 storey
	CNW-S3	2-5 storey
	CNW-S4	3-6 storey
* See also Figure 3.3.2 Building Height Concept		
<b>Public open space</b>	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

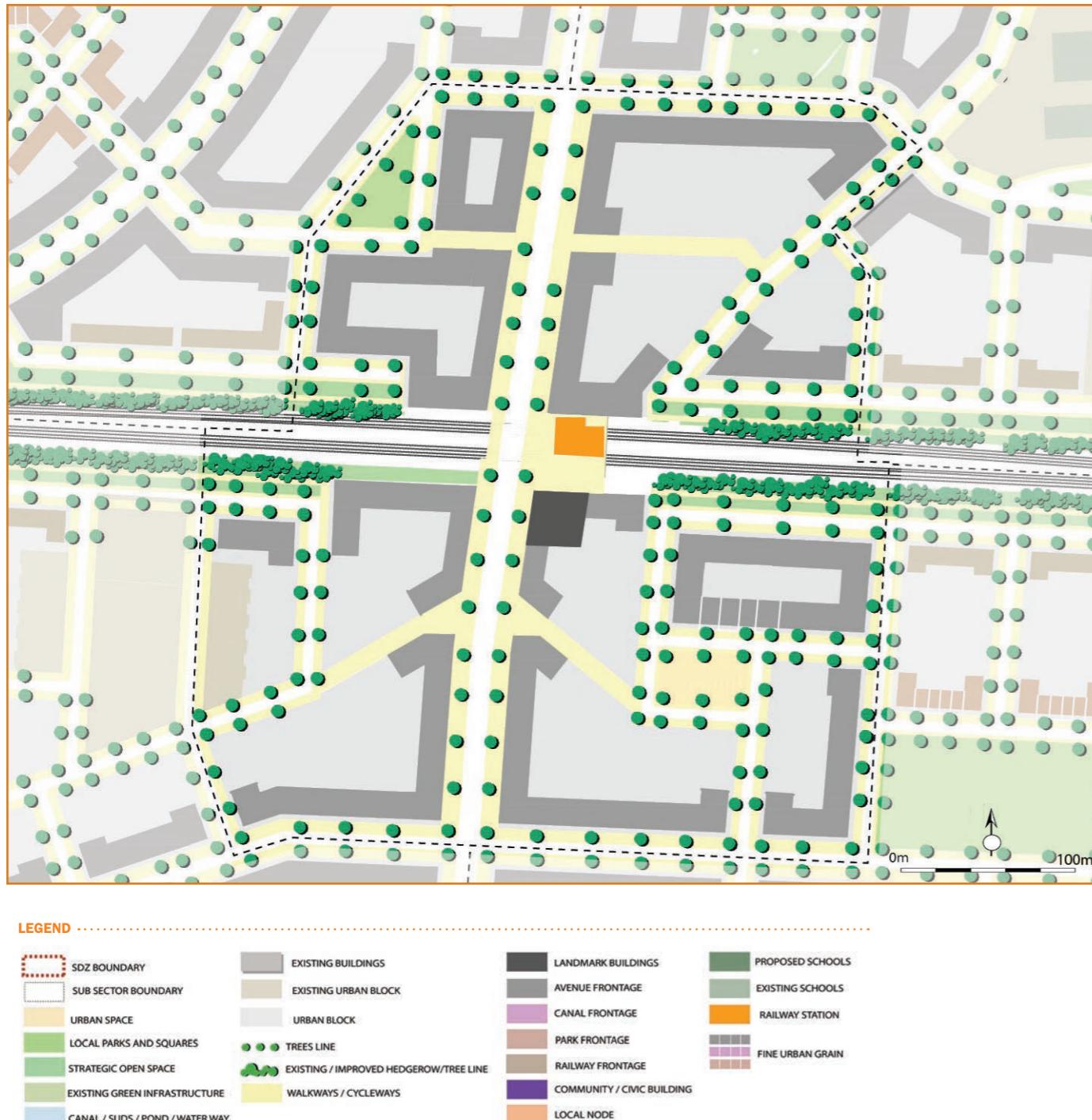


Table 3.3.6 | Kishoge Urban Centre

<b>Area character type</b>	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.	
<b>Net development area</b>	10.94ha	
<b>No of units (Target)</b>	734	
<b>Average Net Density (Target)</b>	Sub Sector	Average Net Density (Target)
	KUC-S1	63
	KUC-S2	70
	KUC-S3	68
	KUC-4	66
* See also Table 2.1.5 for full range of density		
<b>Affordable/Social dwellings</b>	To be negotiated in accordance with relevant legislation and SDCC Housing Policy	
<b>Non-retail commercial development</b>	11,800 sqm min	
<b>Retail development</b>	3,500 sqm max	
<b>Community</b>	1,500 sqm min	
<b>Building height</b>	Sub Sector	Building Height
	KUC-S1	3-6 storey
	KUC-S2	2-6 storey
	KUC-S3	2-6 storey
	KUC-4	2-6 storey
* See also Figure 3.3.2 Building Height Concept		
<b>Public open space</b>	3,700 sqm	

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	
STRATEGIC OPEN SPACE	EXISTING / IMPROVED HEDGEROW/TREE LINE	RAILWAY FRONTAGE	FINE URBAN GRAIN
EXISTING GREEN INFRASTRUCTURE	WALKWAYS / CYCLEWAYS	COMMUNITY / CIVIC BUILDING	
CANAL / SUDS / POND / WATER WAY		LOCAL NODE	

Table 3.3.7 | Kishoge North West

<b>Area character type</b>	Medium density residential development. The lands will also accommodate an existing primary school and a proposed post primary school	
<b>Net development area</b>	11.16ha	
<b>No of units (Target)</b>	566	
<b>Average Net Density (Target)</b>	Sub Sector	Average Net Density (Target)
	KNW-S1	47
	KNW-S2	60
	KNW-S3	60
* See also Table 2.1.5 for full range of density		
<b>Affordable/Social dwellings</b>	To be negotiated in accordance with relevant legislation and SDCC Housing Policy	
<b>Building height</b>	Sub Sector	Building Height
	KNW-S1	2-5 storey
	KNW-S2	2-5 storey
	KNW-S3	2-5 storey
* See also Figure 3.3.2 Building Height Concept		
<b>Public open space</b>	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.

# Development Area 8

## Kishoge South West



Figure 3.3.17 | Kishoge South West



Table 3.3.8 | Kishoge South West

<b>Area character type</b>	Low to medium density residential development with community space and a primary school, that will capitalise on the extension of the Griffeen Valley Park.	
<b>Net development area</b>	21.55ha	
<b>No of units (Target)</b>	1,059	
<b>Average Net Density (Target)</b>	Sub Sector	Average Net Density (Target)
	KSW-S1	45
	KSW-S2	45
	KSW-S3	51
	KSW-S4	54
* See also Table 2.1.5 for full range of density		
<b>Affordable/Social dwellings</b>	To be negotiated in accordance with relevant legislation and SDCC Housing Policy	
<b>Non-retail commercial development</b>	200 sqm min	
<b>Retail development</b>	300 sqm max	
<b>Community</b>	600 sqm min	
<b>Building height</b>	Sub Sector	Building Height
	KSW-S1	2-4 storey
	KSW-S2	2-4 storey
	KSW-S3	2-5 storey
	KSW-S4	2-5 storey
* See also Figure 3.3.2 Building Height Concept		
<b>Public open space</b>	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

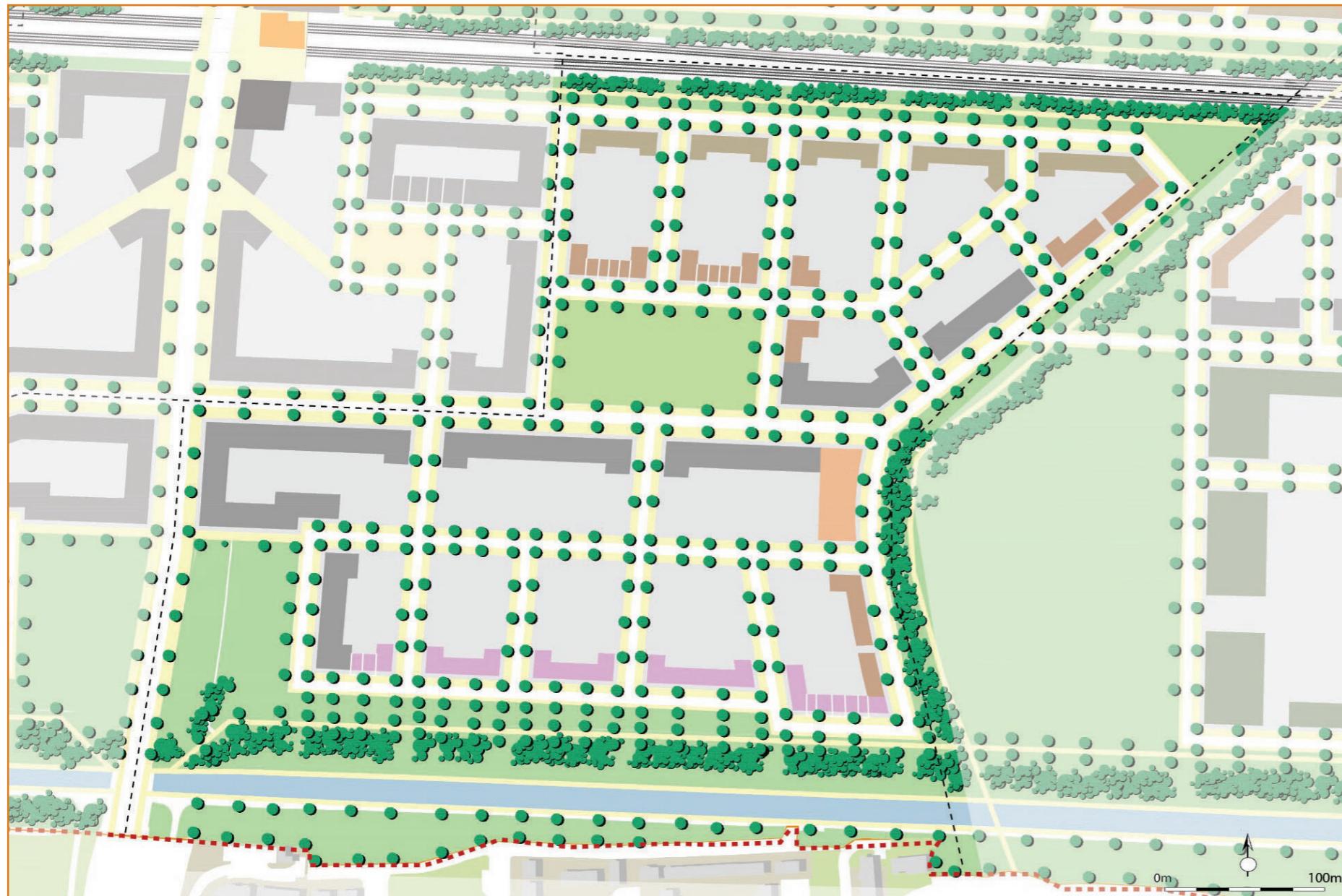


Table 3.3.9 | Kishoge South East

<b>Area character type</b>	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.	
<b>Net development area</b>	12.50ha	
<b>No of units (Target)</b>	678	
<b>Average Net Density (Target)</b>	Sub Sector	Average Net Density (Target)
	KSE-S1	50
	KSE-S2	57
* See also Table 2.1.5 for full range of density		
<b>Affordable/Social dwellings</b>	To be negotiated in accordance with relevant legislation and SDCC Housing Policy	
<b>Non-retail commercial development</b>	200 sqm min	
<b>Retail development</b>	400 sqm max	
<b>Community</b>	1,500 sqm min	
<b>Building height</b>	Sub Sector	Building Height
	KSE-S1	2-5 storey
	KSE-S1	2-5 storey
* See also Figure 3.3.2 Building Height Concept		
<b>Public open space</b>	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

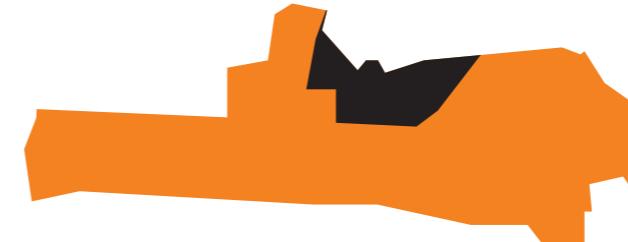


Figure 3.3.21 | Kishoge North East

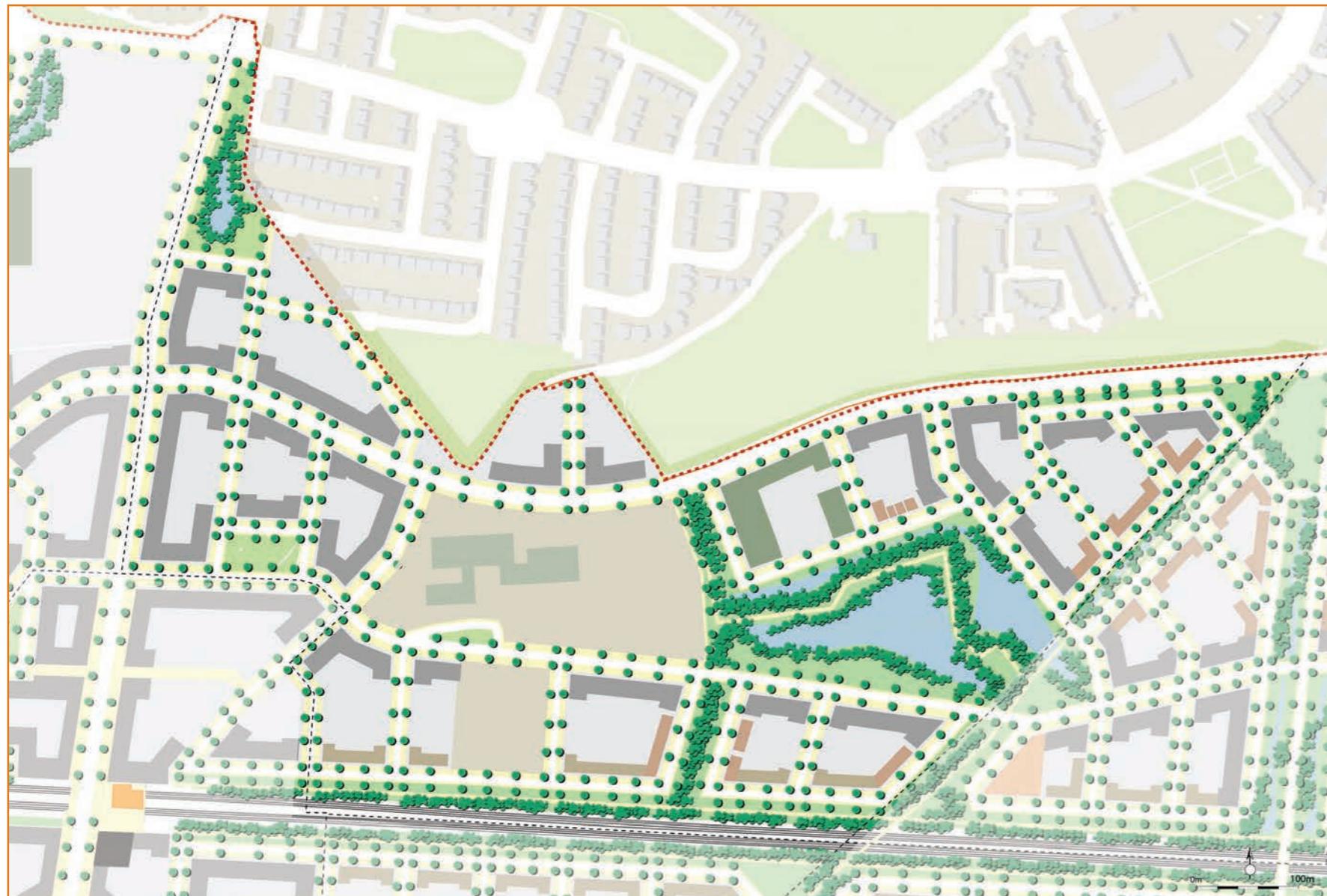


Table 3.3.10 | Kishoge North East

<b>Area character type</b>	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.	
<b>Net development area</b>	14.36ha	
<b>No of units (Target)</b>	738	
<b>Average Net Density (Target)</b>	Sub Sector	Average Net Density (Target)
	KNE-S1	53
	KNE-S2	54
	KNE-S3	Educational
	KNE-S4	50
	KNE-S5	50
	KNE-S6	50
* See also Table 2.1.5 for full range of density		
<b>Affordable/Social dwellings</b>	To be negotiated in accordance with relevant legislation and SDCC Housing Policy	
<b>Building height</b>	Sub Sector	Building Height
	KNE-S1	2-5 storey
	KNE-S2	3-5 storey
	KNE-S3	3-5 storey
	KNE-S4	2-5 storey
	KNE-S5	2-5 storey
	KNE-S6	2-5 storey
* See also Figure 3.3.2 Building Height Concept		
<b>Public open space</b>	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 Clonburris urban centres;
- » To prioritise pedestrian and cyclist movement and to provide for local bus services along the avenue;
- » To provide for a range of housing along the new avenue and local streets including homezones;
- » To provide a distinctive, diverse and quality frontages to Thomas Omer Way, the avenues/Link Streets and the strategic open spaces; and
- » To provide significant and integrated SUDS infrastructure, including a high amenity retention pond/lake to enhance green and blue infrastructure and ecological connectivity.

# Development Area 11

## Adamstown Extension

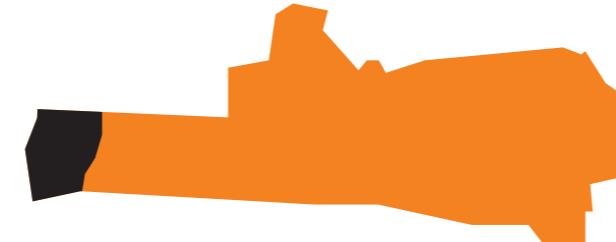


Figure 3.3.23 | Adamstown Extension



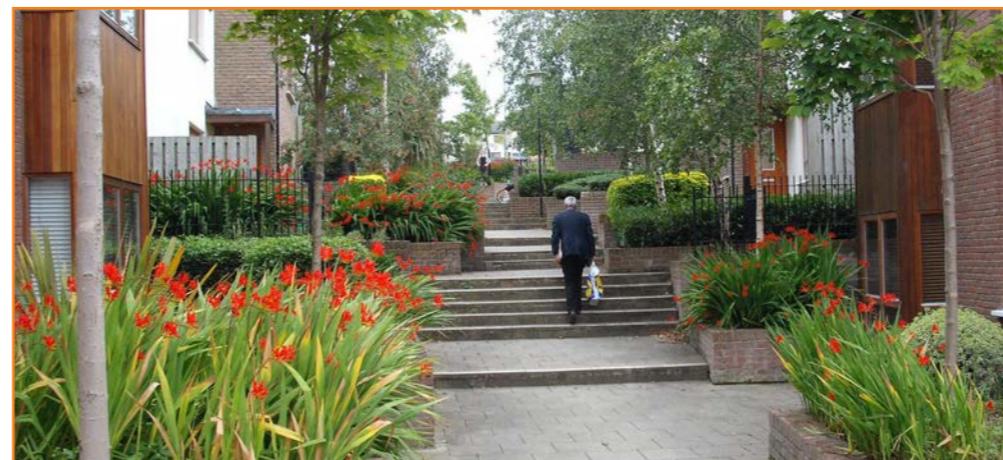
Table 3.3.11 | Adamstown Extension

<b>Area character type</b>	Low to medium density development that will take the form of an extension of Adamstown.	
<b>Net development area</b>	9.19ha	
<b>No of units (Target)</b>	442	
<b>Average Net Density (Target)</b>	Sub Sector	Average Net Density (Target)
	AE-S1	48
	AE-S2	48
* See also Table 2.1.5 for full range of density		
<b>Affordable/Social dwellings</b>	To be negotiated in accordance with relevant legislation and SDCC Housing Policy	
<b>Building height</b>	Sub Sector	Building Height
	AE-S1	2-5 storey
	AE-S2	2-5 storey
* See also Figure 3.3.2 Building Height Concept		
<b>Public open space</b>	Adjacent to the Griffeen Valley Park Extension	

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

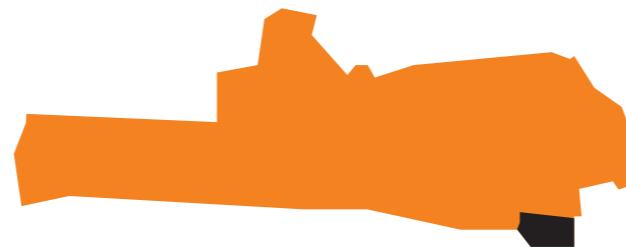


Figure 3.3.25 | Canal Extension



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	
Average Net Density (Target)	Sub Sector	Average Net Density (Target)
	CE-S1	53
* 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
	CE-S1	3-4 storey
* See also Figure 3.3.2 Building Height Concept		
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.**

