



Proposed Part 8 Residential Development,  
Kishoge, Lucan, Co. Dublin

**Architectural Design Statement**

**South Dublin County Council**

April 2024

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## 1.0 Introduction



Image 1: Site Location identified within a wider context

This design report was prepared on behalf of -

- The National Development Finance Agency (NDFA) and
- South Dublin County Council,

to accompany a Part 8 proposal for the development of 118 no. residential units on a site of circa 2.3162 hectares in area, located in the townland of Kishoge, Lucan, Co. Dublin

The proposed development includes:

1. 118 no. residential units in a mix of two storey houses, 3 storey duplex units and apartment blocks of 4 – 6 storeys comprising 26 no. 1 bed apartments; 42 no. 2 bed apartments; 21 no. 3 bed apartments; 23 no. 3 bed houses; and 6 no. 4 bed houses, with renewable energy design measures (which may be provided externally) for each housing unit;
2. Landscaping works including provision of (a) communal open space areas (b) outdoor sports and play areas; (c) new pedestrian and cycle connections; and (d) civic plaza;
3. Associated site and infrastructural works including provision for (a) ESB substations and switchrooms; (b) energy centre to the rear of 6 storey block; (c) photovoltaic panels; (e) car and bicycle parking; (f) public lighting; (g) bin storage; (h) temporary construction signage; (i) estate signage; and (j) varied site boundary treatment comprising walls and fencing; and
4. all associated site development works.

This report has been prepared by MCORM Architecture and Urban Design to describe the architectural design of the proposed development, which has been developed in collaboration with the multi-disciplinary project team.

### 1.1 Project Team

<b>Development Agency</b>	- N.D.F.A
<b>Project Manager</b>	- Turner Townsend
<b>Planning Consultants</b>	- HRA
<b>Architects</b>	- MCORM Architecture and Urban Design
<b>Civil Engineers</b>	- Malone O'Regan
<b>M&amp;E</b>	- Semple McKillop
<b>Landscape</b>	- Mitchell + Associates
<b>Ecology</b>	- NM Ecology
<b>Arborist</b>	- CMK Horticulture



Image 2: Aerial view of Clonburris Site



Image 3: The site in the overall context of the Clonburris SDZ lands- Extracted from Figure 1.2 Clonburris SDZ Planning Scheme 2019

## 2.0 Site Context

### 2.1 Site Description

The subject site, measuring approximately 2.3162ha, lies in the northern part of the overall Clonburris Strategic Development Zone (SDZ) lands, consisting of approximately 280 hectares, which are subject to the SDZ Planning Scheme, setting the parameters of the redevelopment of this area into a new multi-faceted new community in South Dublin County.

The site is greenfield in nature and is bounded by Kishoge Community College and Lynch's Lane to the north and west from where it is accessed, Lynch's Park traveler accommodation to the east, and the main railway line heading west from Heuston Station running to the south.

The main point of access is at its northernmost corner at the current intersection of Lynch's Lane and Lynch's Park, which itself is accessed from the Thomas Omer Way further to the north. This access also serves the adjacent Kishoge Community College and traveller housing.

It is generally flat in nature and forms part of what was once a network of fields in a wider agricultural area that is undergoing transition as part of the Clonburris Strategic Development Zone.

The site currently has road frontage along its northern boundary onto Lynch's Park. Lynch's Lane to the east is currently gated with restricted access.

The site is separated by a distance of a minimum of 300 metres from existing residential areas to the north in Foxborough.

### 2.2 Brief

The brief for this site, as advised by and developed with South Dublin County Council (SDCC), is a development of 118 no. residential units as follows:

- 26 no. 1 bed units
- 42 no. 2 bed units
- 44 no. 3 bed units
- 6 no. 4 bed units

in a variety of dwelling typologies, apartments, own-door units/ duplexes and housing.



Image 4: Existing site layout with site outlined in red. Topographical survey superimposed



Image 5: Northern interface of site with Lynch's Park opposite Kishoge Community College to the right and existing traveller accommodation to the left

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### 2.3 Site Constraints

Subject to development, the site is fully permeable for pedestrian access along its northern and western interfaces, as well as being capable of linking to the adjoining traveler housing along the southern interface parallel to the railway. The western edge of the site is defined by the existing alignment of Lynch's Lane which runs south west to a termination point near the railway. Historically this continued further over a bridge, which has since been removed when the railway was widened to 4 tracks.

The site is not currently identified as having any flood risk according to CFRAM mapping for the area.

There are a number of existing trees on the site, most of which are located along its western boundary on Lynch's Lane in varying conditions. This is described in more detail in the Arboricultural Report that forms part of this application.

The site can be considered flat in nature, the prevailing level being c. 60.00 with variances of approximately 1 metre at most.



Image 6: Street View image of Site from the northern approach along Lynch's Lane. The site and portion of Lynch's Lane to its west are both currently fenced off and gated.

## 2.4 Site Constraints-Planning

The site straddles two development areas within the SDZ lands; Kishoge Urban Centre (Sector 2) and Kishoge North East (Sector 4), each with varying requirements in terms of density ranges

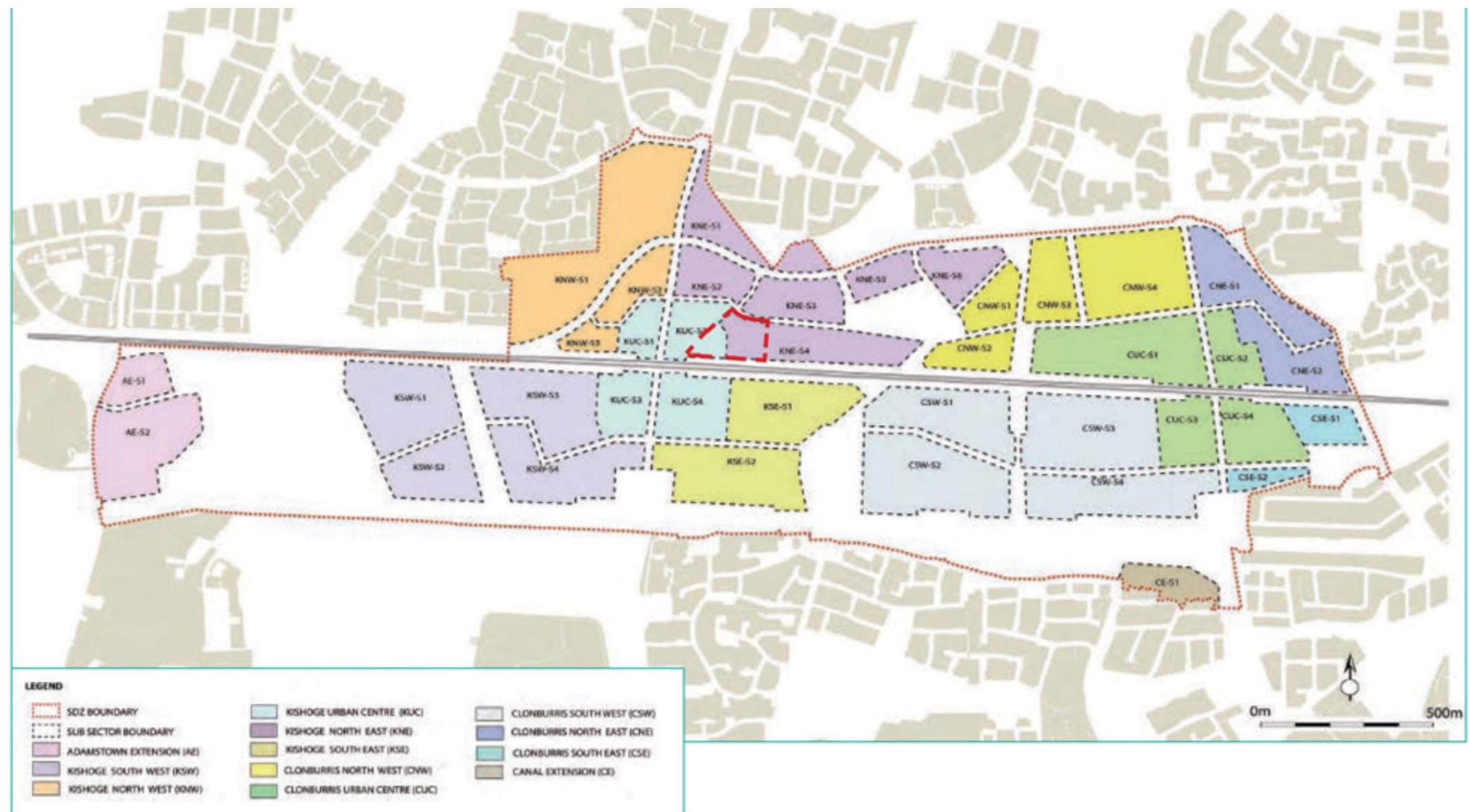


Image 7: Extract from SClonburris SDZ Planning Scheme (May 2019), Fig. 2.1.4- Site shown outlined in red in the context of the various development areas and sub sectors

## 2.4 Site Constraints-Planning Continued

The eastern portion of the site, measuring approximately 0.6462ha, lies within the Kishoge Urban Centre (Sector 2) development focussed on a new urban centre focued upon the transport interchange of Kishoge Railway Station.

Figure 3.3.13 | Kishoge Urban Centre



Image 8: Site in Context of Kishoge Urban Cente- Sector 2

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>	1,039	
<b>Net Density</b>	Sub Sector	Net Density Range
	KUC-S1	65-125
	KUC-S2	65-125
	KUC-S3	65-125
	KUC-4	65-125
* 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	3-8 storey
	KUC-S2	2-8 storey
	KUC-S3	2-8 storey
	KUC-S4	2-8 storey
* See also Figure 3.3.2 Building Height Concept		
<b>Public open space</b>	3,700 sqm	

## 2.4 Site Constraints-Planning Continued

The western portion of the lands, approximately 1.67ha, lie within Kishoge North East (Sector 4), a medium density area that also includes the community college and traveller accommodation adjacent.

Figure 3.3.21 | Kishoge North East

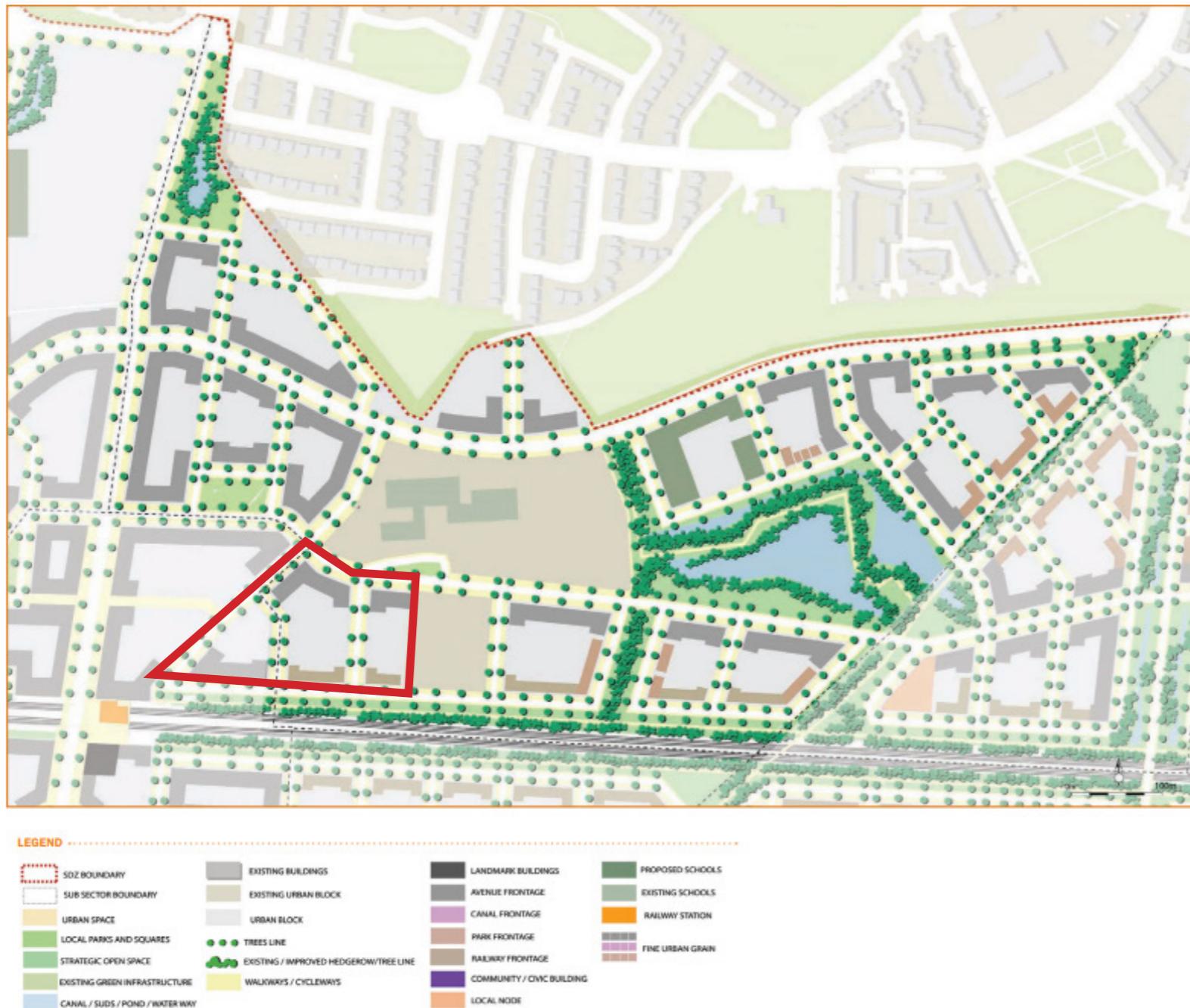


Image 9: Site in Context of Kishoge North East- Sector 4

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>Net Density</b>	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
* 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	2-6 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
* See also Figure 3.3.2 Building Height Concept		
<b>Public open space</b>	9,500 sqm	

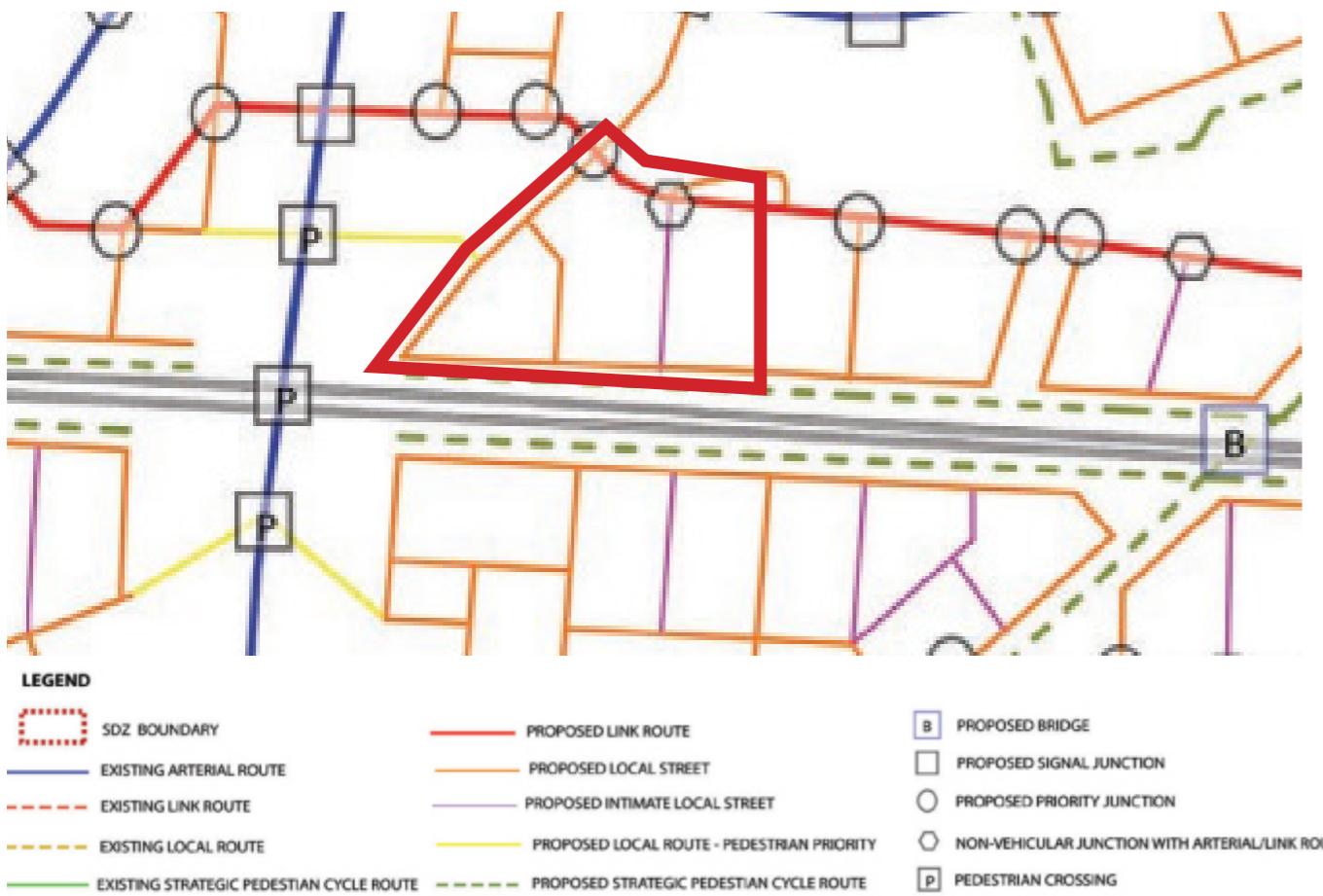


Image 10: Movement Strategy from SDZ figure 2.2.7



Image 11: Movement Strategy from SDZ figure 2.3.1

## 2.4 Site Design Approach

The development lands will complete the urban cell between the traveler housing and the alignment of Lynch's Lane to the west, in accordance with the parameters and requirements of the SDZ Planning Scheme.

Particular cognisance is taken of-

- The movement strategy, setting out the street network and hierarchy in SDZ figure 2.2.7, illustrating local streets and intimate local street with vehicular and restricted junctions onto the northern link route (Upgraded Lynch's Park).
- The green infrastructure, setting out the tree lines, local and strategic green corridors as set out in SDZ figure 2.3.1.
- The building height strategy illustrating heights of 2-4, 3-4 and 4-6 storeys as set out in SDZ figure 3.3.2.
- Key building frontages onto the link street, local street and facing the railway as set out in SDZ figures 3.3.13 and 3.3.21.



Image 12: Building Height Strategy from SDZ figure 3.3.2



Image 13: Planning Scheme Masterplan, extract from SDZ figure 3.- Site shown outlined in red

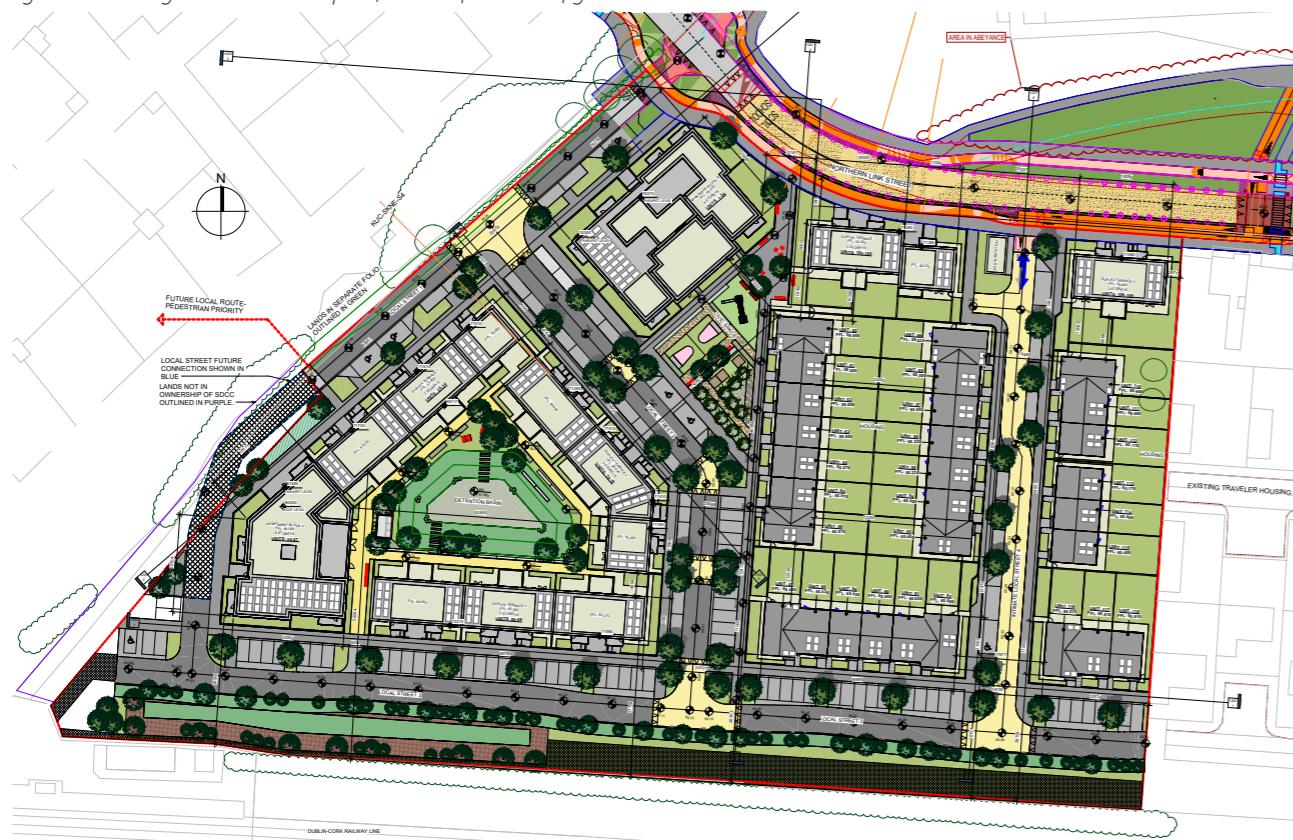


Image 14 Proposed site layout

### 3.0 Urban Design Rationale/ Design Criteria

The design rationale outlined below identifies the key issues considered in the design process for the proposed residential scheme on the site under the 12 criteria set out in the Urban Design Manual – A Best Practice Guide 2009.

#### **"At the scale of the neighbourhood"**

##### 3.1 Context: How does the development respond to its surroundings?

The proposed development is intended to both respond to its existing context and to create new context in the form of a new network of streets and strong urban edges as envisaged in the SDZ Planning Scheme. The development responds to the 2-storey scale of the adjoining residential development to the east. The 3- and 4-storey height runs along the northern link road, which will become the principal spine route in the northern Clonburris lands, turning into the main local street along the alignment of Lynch's Lane before terminating at its southwestern corner, culminating in a 6-storey apartment block.

##### 3.2 Connections: How well connected is the new neighbourhood

The scheme creates a new network of streets that will be fully permeable to the immediately adjoining lands. The site is accessed presently from the Thomas Omer Way to the north along Lynch's Lane. The site facilitates connections to the wider SDZ lands, so that in time, as these wider lands are developed in accordance with the SDZ Planning Scheme, the site will become a fully connected part of the new urban centre of Kishoge, focused on the new transportation interchange at Kishoge Station.

##### 3.3 Inclusivity: How easily can people use and access the development

The scheme is set out in 3 clear cells, that define residential blocks and new public realm. A small and simple street layout of streets offers residents and visitors a variety of options in accessing the development. The main point of access is where the existing alignment of Lynch's Lane meets the alignment of the northern Link Road. A further points of access are available from the Northern Link Road, which are pedestrian-only. The link street running along Lynch's Lane offers both pedestrian and vehicular access into the scheme. Each of the streets have different characteristics depending on their building typology, with-

- housing focused on the intimate local street to the east,
- a mix of housing and duplexes along the souther interface with the railway
- a mix of housing, duplexes and apartments addressing the central civic space.
- a mix of duplexes and apartments along the principle local street facing west into the Kishoge urban centre lands.

##### 3.4 Variety: How does the development promote a good mix of activities?

The proposed development provides a mix of residential typologies (i. 118 no. residential units in a mix of two storey houses, 3 storey duplex units and apartment blocks of 4 – 6 storeys comprising 26 no. 1 bed apartments; 42 no. 2 bed apartments; 21 no. 3 bed apartments; 23 no. 3 bed houses; and 6 no. 4 bed houses ) adjacent to existing traveler housing and community college, and close to mixed-use development adjacent to Kishoge Railway Station.



Image 15: View of scheme from north east along Northern Link Street



Image 16: View of Apartment Block A and Duplex Terrace facing south on Local Street 3

### **"At the scale of the site"**

#### **3.5 Efficiency: How does the development make appropriate use of resources , including land?**

At 50.4 units per hectare, the development represents an efficient use of this compact site in accordance with the SDZ Planning Scheme and national density requirements, and when considered in relation to the site context and surrounding neighbourhood. 91% of the apartments have dual aspect with the remaining 9% having either south, east, or west aspect- There are no single-aspect north-facing units. The building forms are simple and compact, consisting of 11 dwelling typologies. With this simple form, the buildings have an efficient external building envelope and therefore an efficient thermal envelope.

#### **3.6 Distinctiveness: How do the proposals create a sense of place?**

The scheme consists of 29 houses, 21 duplex units and 2 apartment blocks arranged around the various streets and spaces within the layout. The units types generally follow those set out in the Design Manual for Quality Housing (2022-DHLGH). Housing terraces are bookended by larger 4-bedroom types with rotated roofscape for added emphasis. 3-storey duplex terraces are laid out along the link street and around the courtyard within the KUC development area to create a more urban feel. 2 apartment blocks are located at prominent corners, one (4 storeys) as the site is entered from the north and the other (6 storeys) at the southwestern point nearest the future urban centre of Kishoge. A simple but bold palette of materials is used to create a distinct architectural character to this development, combined with public realm in the form of the civic space and communal open space in the courtyard.

#### **3.7 Layout: how does the proposals create people friendly streets and spaces?**

The design consists of continuous runs of terraces, set out at a consistent setback from the back of the footpath line, to create strong and legible urban edges, maximising passive supervision to the streets and spaces in the development. Fenestration is provided to all street-facing elevations to provide an added sense of security, particularly at corners, where the houses or duplexes are dual-fronted. 2 no. pedestrian routes are provided into the development as opposed to 1 no. vehicular route. The pedestrian routes provide access to the central civic space from the link street without having to traverse trafficed streets. Pedestrian routes take the form of raised tables where they intersect with streets. The courtyard bounded by the duplex terraces and apartment block A has a single point of access from the street, and is overlooked by all the duplex units.

#### **3.8 Public Realm: how safe, secure and enjoyable are the public areas?**

The site layout affords high levels of passive surveillance and overlooking on all facades, in particular onto the streets and central open space (civic space). Own-door access is present and highly visible on all of the streets in the scheme. Parking is all on-street in accordance with DMURS, and there are no through traffic routes proposed. Streets have been designed to accord with the Planning Scheme requirements for local and strategic green routes with additional tree planting, SUDS measures in the form of swales and rain gardens.



Image 17: View looking north on Local Street 2



Image 18: Apartment Block A at south west corner of site; local street 1 to the left along the alignment of Lynch's Lane

### **"At the scale of the home"**

#### **3.9 Adaptability: How will the buildings cope with change?**

All proposed residential units are designed to be readily accessed, without the need for altering or adapting, by people with disabilities. This builds in an automatic adaptability providing for the changing needs of occupants as they age or become impaired, without the need for adjusting building approaches, entrances or internal circulation. The design of the proposed buildings is in accordance with Part M of the Buildings Regulations, fostering an inclusive approach to the design of the built environment. Provisions in each apartment building include level access entrances, suitably designed lift and stairs and accessible rooms and sanitary facilities. There are 10 no. Universal Design (UD) units in the proposed development, 2 no. 3- bedroom houses (type H-3B5P-4), 2 no. 4- bedroom houses (type H-4B7P-2), and 6 no. 2-bedroom apartments (type A-2B4P-12). It is envisaged that the internal walls of individual units will be mostly non-load bearing providing for easy future re-configuration making the apartments individually adaptable for the changing needs of occupants. All units shall be A-rated which provide energy robustness and efficiency for future residents. The development is also designed in accordance with best practice sustainable drainage measures including suitable provision for future climate change.

#### **3.10 Privacy and Amenity: How does the scheme provide a decent standard of amenity?**

All of the units have been designed to meet the minimum private amenity space requirements as set out in the Housing Quality Assessment, by means of balconies, terraces and rear gardens. Apartment Block A and the adjacent terraces of duplexes are provided with a large landscaped courtyard providing communal open space. Apartment Block B is provided with a communal roof garden accessible from Level 1. Amenity space serving ground floor apartments are set back behind defensible planting and railings.

#### **3.11 Parking: How will the parking be secure and attractive?**

Car Parking (106 no.) is provided at a rate of c. 0.9 space per dwelling, and are all located in clusters on-street, interspersed with planting and landscaping. There are 7 accessible parking bays distributed around the development. The public realm, including on-street spaces is well supervised by nearby dwellings.

#### **3.12 Detailed Design: How well thought through is the building and landscape design?**

A consistent materiality is created across the development. 2 contrasting brick types are used to emphasise the different planes of the block as well as the plinth running around its base. A lighter coloured brick is applied to the tallest and most prominent element at the southwest corner, with the darker stock red brick applied to the recessed plane and plinths. More detail in Section 5.0 "Materials and Finishes".

*Note: Appendix C of this report also contains a tabulated response to the items listed in Appendix D - Design Checklist (Key Indicators of Quality Urban Design and Placemaking) of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Applications.*



Image 19: Apartment Block A at south west corner of site; local street I to the left along the alignment of Lynch's Lane



Image 20: Movement Strategy from SDZ figure 2.3.1



Image 21: Landscape Plan- As prepared by Mitchell + Associates

## 4.0 Landscape Design Strategy

A full landscape plan and report has been prepared by Mitchell and Associates and is included with the application.

The proposed development will include two major areas of landscaped amenity space-

- The first located at the centre of the site and will be treated as a civic square, providing a diverse range of gathering opportunities and active and recreation features.
- The second space is surrounded by and supervised by housing development and will be treated as a communal open space, providing seating and informal play opportunities.

The layout accords with fig. 2.3.1 Green Infrastructure diagram in the SDZ Planning Scheme, providing both local green corridors along the northern link road and western local street, and strategic green corridors alongside the railway line to the south. These corridors consist of tree planting and SUDs features in the form of swales, rain gardens and detention basins. Tree planting is provided to the street network.

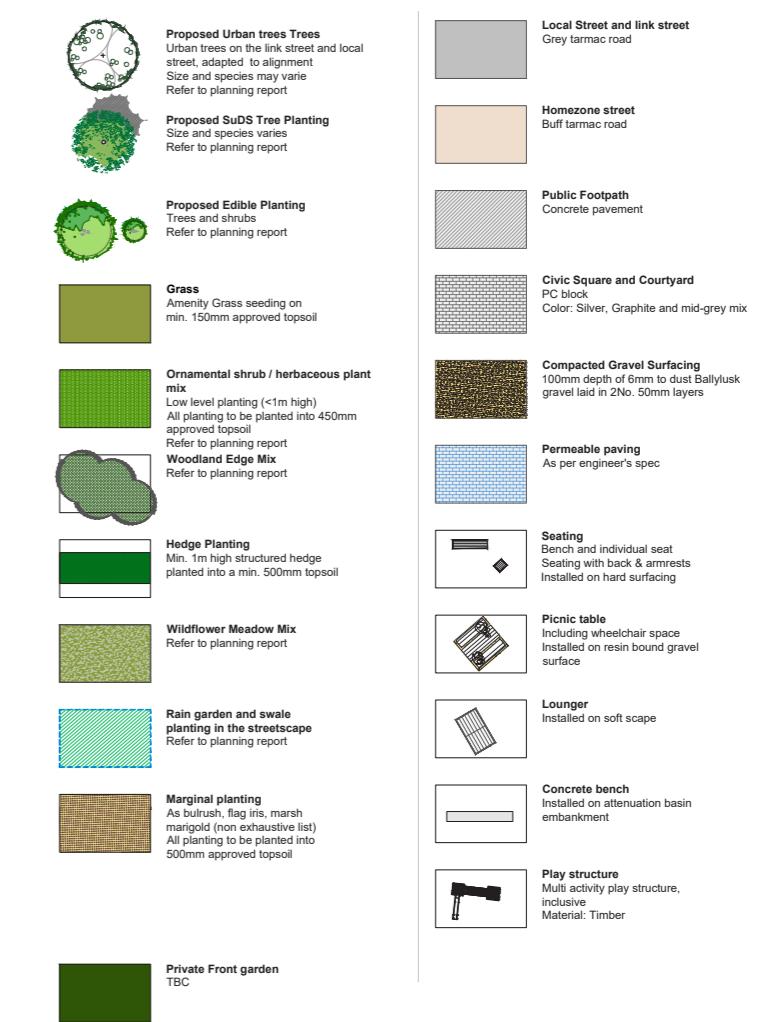


Image 21a: Key to Landscape Plan- As prepared by Mitchell + Associates

## 5.0 Materials and Finishes



Images 22/23: Proposed primary materials of light coloured brick with white mortar (left), and a contrasting stock red brick with grey mortar (right).

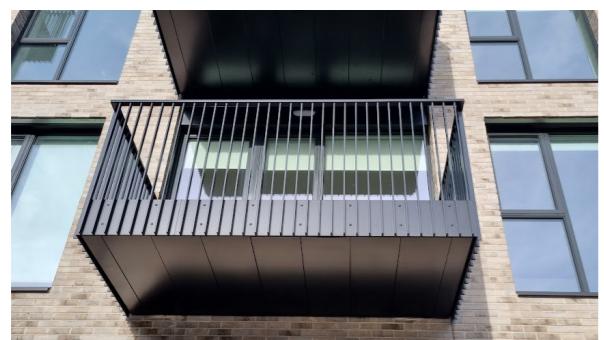


Image 24: Reference image of a similar balcony

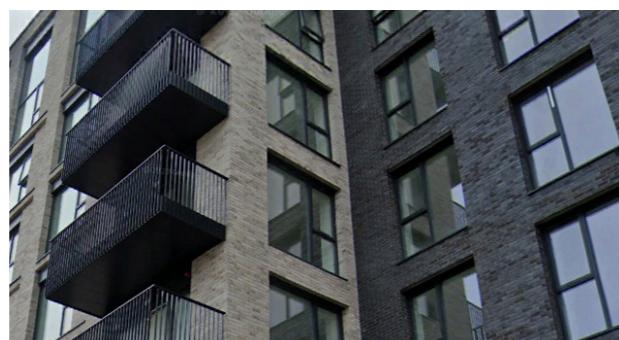


Image 25: Reference image of contrasting brick and metal balconies

A restrained and coherent palette of materials is proposed to create a simple and modern aesthetic for the new development-

- A stock red clay brick with grey mortar is proposed as the field colour for the scheme.
- A lighter buff brick with white mortar provides contrast and is applied to recessed planes or where emphasis is placed on a change of surface to express the form of the block, particularly at projecting corner elements to the apartment blocks.
- The red brick also acts as a plinth to the housing terraces, with render panels at upper levels, and is carried around the full elevations of end of terrace housing and duplexes where they are visible from the public realm. It is also used for the boundary walls to the front and sides of the dwellings throughout the development.
- Render is also deployed to less prominent elevations such as the rear of the housing and the internal elevations to the courtyard bounded by apartment block A and the duplex terraces.
- The window frames, balcony railings, fascia, soffit, verges, associated rainwater goods and flat free draining metal clad entrance canopies are proposed in a single unifying colour (light grey) maintaining a consistent simple colour palette across the scheme.
- On street parking paved areas are to be finished in permeable to paving to provided increased natural SUDs features within the site.

1. Red Clay brick
2. Light buff/ grey brick
3. Rendered Panels
4. Coloured panels to glazing system. Colour to match metal goods throughout
5. Grey Tiles to Pitched Roofs
6. Metal balcony- colour to match metal goods throughout

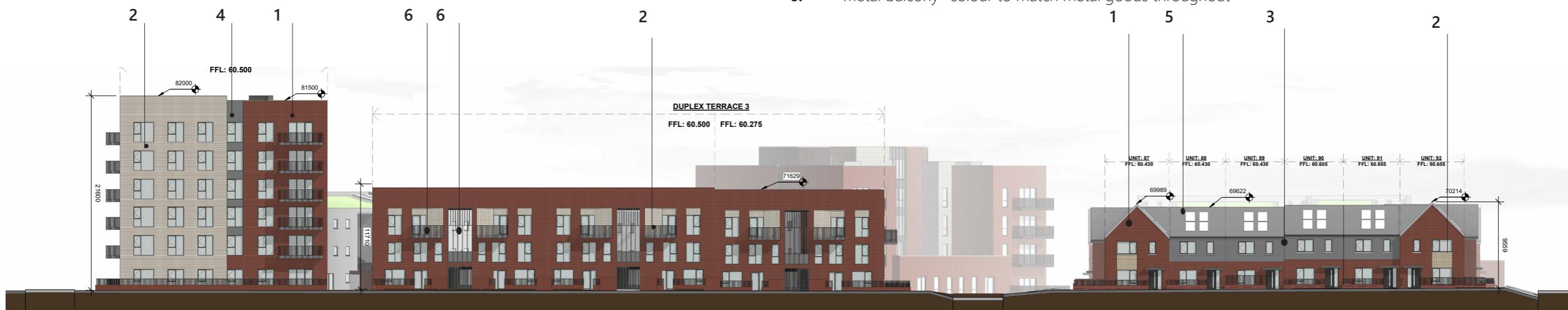


Image 26: South Context Elevation illustrating the palette of materials across the main residential typologies, from left to right, Apartments, Duplexes and Housing



Image 27: Apartment Block B at the corner of Local Street 1 (Lynch's Lane) and Northern Link Street

## 6.0 Schedule of Accommodation

The proposed brief includes a broad mix of typologies, and this variety should assist in forming a balanced, sustainable community. A summary breakdown of the site statistics is included below:

### KEY SITE FIGURES

		m <sup>2</sup>	ha
Application Site Area (As per Red Line Boundary)		23162 m <sup>2</sup>	2.3162 ha
Which consists of-			
Site Area within KUC-S2		6462 m <sup>2</sup>	0.6462 ha
Site Area within KNE-S4		16700 m <sup>2</sup>	1.6700 ha
Gross Floor Area		11886.8 m <sup>2</sup>	1.1887 ha
Plot Ratio Gross (Redline boundary/ Gross Floor Area)		1.949	1.949
Residential Density Overall Site			50.9 d/ha
Residential Density KUC-S2			66.5 d/ha
Residential Density KNE-S4			44.9 d/ha
Site Coverage Gross (5195m <sup>2</sup> / 23412m <sup>2</sup> ) (See Note 1 below)		22.43%	22.43%
Overall Dual Aspect Ratio (See Note 2 below)	(110:118)		
Overall Dual Aspect %		93.22%	93.22%
Dual Aspect Ratio- Apartments/ Own-Door Units/ Duplexes (Houses Omitted) (See Note 2 below)	(81:89)		
Dual Aspect %- Apartments/ Own-Door Units/ Duplexes (Houses Omitted)		91.01%	
Public Open Space Provision (Central Civic Space- 0.0741ha +Linear Open Space along south of site- 0.2624ha)		3365 m <sup>2</sup>	0.3365 ha
Communal Open Space Provision (See Note 3 below)		1153 m <sup>2</sup>	0.1153 ha
Private Amenity Space Provision per dwelling (Refer to HQA- Schedule of Accommodation)			

### RESIDENTIAL

#### Overall Mix and Numbers

	Apartments		Own-Door Units		Houses		Total No. of Dwellings
	1 bed	2 bed	1 bed	3 bed	3 bed	4 bed	
Total	5	42	21	21	23	6	118
	47		42		29		
Total Apartments		Total Own-Door Units		Total Houses			

#### Overall Mix and Numbers in KUC-S2

	Apartments		Own-Door Units		Houses		Total No. of Dwellings
	1 bed	2 bed	1 bed	3 bed	3 bed	4 bed	
Total	0	23	10	10	0	0	43
	23		20		0		
Total Apartments		Total Own-Door Units		Total Houses			

#### Overall Mix and Numbers in KNE-S4

	Apartments		Own-Door Units		Houses		Total No. of Dwellings
	1 bed	2 bed	1 bed	3 bed	3 bed	4 bed	
Total	5	19	11	11	23	6	75
	24		22		29		
Total Apartments		Total Own-Door Units		Total Houses			

## 6.0 Schedule of Accommodation (Continued)

### Note 1- Basis of Site Coverage Calculation

Footprint of Development	5195 m <sup>2</sup>	0.5195 ha
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### Note 2- Dual Aspect Units

	Dual Aspect Units	Overall Units	%
No. of Dual Aspect Units	110 no.	118 no.	93.22%
No. of Dual Aspect Units; Apartments/ Own-Door Units/ Duplexes (Houses Omitted)	81 no.	89 no.	91.01%

### Note 3- Communal Open Space Provided

Communal Open Space Required	1153 m <sup>2</sup>	0.1153 ha
	613 m <sup>2</sup>	0.0613 ha

Based on- No. of units multiplied by (m <sup>2</sup> / unit)	1 BED	2 BED	3 BED	TOTAL
	26	42	21	89 units
	5	7	9	
Total	130	294	189	613 m <sup>2</sup>

### Ancillary Uses within Gross Internal Floor Areas

Apartment Block A- Bicycle Storage Area	48.6 m <sup>2</sup>
Apartment Block A- Cold Water Storage	26.3 m <sup>2</sup>
Apartment Block A- Meter Room	10.2 m <sup>2</sup>
Apartment Block A- Comms Room	12 m <sup>2</sup>
Apartment Block A- Energy Centre	60.5 m <sup>2</sup>
ESB Substation (Including Switch Room)	35.8 m <sup>2</sup>
Apartment Block B- Bicycle Storage Area	81.9 m <sup>2</sup>
Apartment Block B- Cold Water Storage	29.4 m <sup>2</sup>
Apartment Block B- Meter Room	12.1 m <sup>2</sup>
Apartment Block B- Comms Room	12 m <sup>2</sup>
Apartment Block B- Energy Centre	40 m <sup>2</sup>
<b>TOTAL</b>	<b>368.8 m<sup>2</sup></b>

### CAR PARKING PROVISION

Surface External Spaces- (Residential)	97
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### BICYCLE PARKING PROVISION TO APARTMENTS

Location of Spaces-				
Apartment Block A Secure Bicycle Storage Area	(46 bedrooms= Min. 46 Required)		47	*See Note 4 below
Apartment Block B Secure Bicycle Storage Area	(43 bedrooms= Min. 43 Required)		57	*See Note 4 below
Own Door Duplexes-	No. of Bikes/ unit	3	x	21
Own Door Apartments	No. of Bikes/ unit	1	x	21

\*Note 4- Basis- Min. 1 long stay space per bedroom- In accordance with SPRR 4 - Cycle and Storage, Sustainable Residential Development and Compact Settlements Guidelines for Local Authorities 2024

Short Term Bicycle Spaces- Required Min. 1 short stay space per 2 apartments- In accordance with Table 12.23: Minimum Bicycle Parking / Storage Rates SDCC County Development Plan 2022-2028

Therefore- 89 apartments; 44.5 required

Requirements and Provision Description by Typology	Required	Provision
Apartment Block A- 23 apartments; 11.5 required, Bicycle Rack Spaces in Civic Space	11.5	14
Apartment Block B- 24 apartments; 12 required, 57 spaces in secure store (43 long stay plus 14)	12	14
Duplexes- 21 no. / 2 ; 10.5 no. required, 21 no. short stay can be accommodated in rear gardens or terraced areas	10.5	21
Own-Door Apartments over duplexes- 21 no. / 2 ; 10.5 no. required, 12 no. short stay can be accommodated in secure area under communal stair enclosures	10.5	12
<b>Total</b>	<b>44.5</b>	<b>61</b>

## 7.0 Housing Quality Assessment

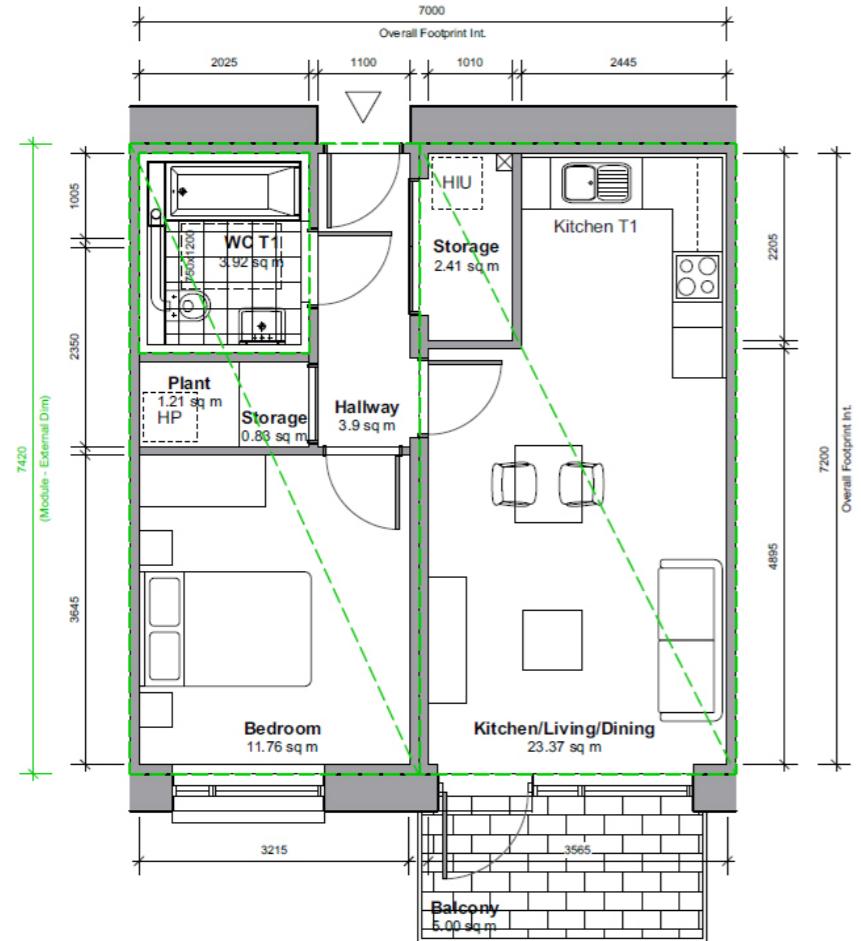


Image 28: Apartment Type A-1B2P-1 One Bedroom Apartment

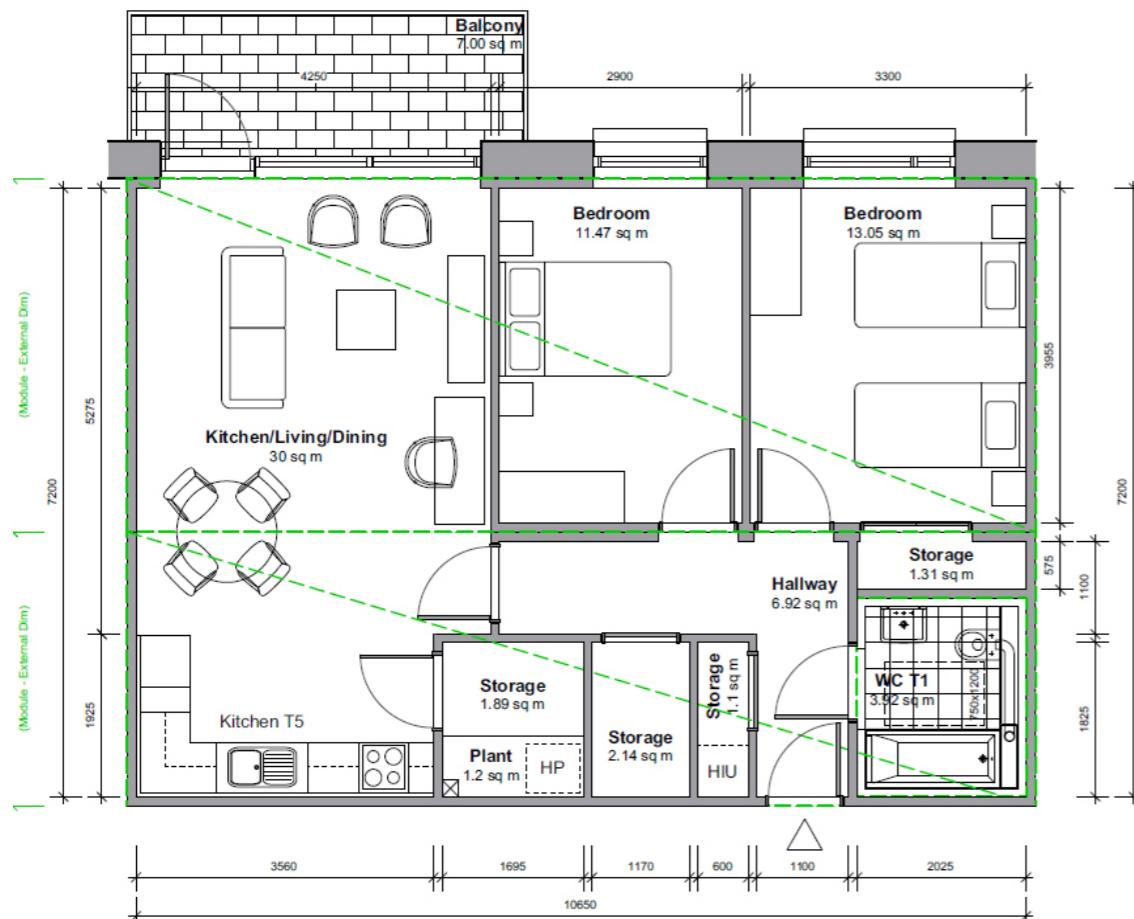


Image 29: Apartment Type A-2B4P-1 Two Bedroom Apartment

The scheme has been designed with due regard to the Sustainable Residential Development and Compact Settlements Guidelines for Planning Applications 2024, the Urban Design Manual Best Practice Guidelines, the Quality Housing for Sustainable Communities 2007, South Dublin County Development Plan 2022-2028 and the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2022.

Space standards for the apartments are in accordance with the Sustainable Urban Housing - Design Standards for New Apartments 2018, Guidelines for Planning Authorities.

The apartments and associated common circulation areas have also been designed with due regard to the principles of universal design, including the 'Building for Everyone' publications.

There are 10 no. Universal Design (UD) units in the proposed development, 2 no. 3- bedroom houses (type H-3B5P-4), 2 no. 4- bedroom houses (type H-4B7P-2), and 6 no. 2-bedroom apartments (type A-2B4P-12).

A mix of unit types is proposed to cater for differing occupancy requirements.

One, Two, Three and Four bed units are proposed as follows:

1 Bed x 26 no.	(22%)
2 Bed x 42 no.	(35.6%)
3 Bed x 44 no.	(37.3%)
4 Bed x 6 no.	(5.1%)

There are 7 apartment typologies proposed and 4 house typologies as scheduled in Appendix B below.

91% of the apartment units (81 out of 89 no.) are dual aspect with the 9% balance (8 out of 89 no.) benefiting from either south, east, or west primary aspect.

### Houses

Internal Room areas and sizes are in accordance with Table 5.1 of Quality Housing for Sustainable Communities 2007. The schedules attached to this document itemise the houses unit by unit and demonstrate compliance with the space, area and aspect.

## 7.0 Housing Quality Assessment (Continued)



Image 30: Apartment Block A and Duplex Terrace 3 along Local Street 3

### Apartments

Apartment areas, room areas and sizes are in accordance with Appendix 1 of Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2022. The schedules attached to this document itemise the apartments unit by unit and demonstrate compliance with the space, area and aspect standards. Room dimensions and areas are provided on the floor plans included as part of the application.

Storage is provided within each of the units as indicated on the drawings. Minimum storage areas of 3m<sup>2</sup> for 1-bed units, 6m<sup>2</sup> for 2-bed units and 9m<sup>2</sup> for 3-bed units. These areas consist of a mixture of dedicated utility/storerooms, open shelving, additional wardrobe units and bathroom storage. In certain areas individual storerooms may be slightly larger than 3.5sq.m due to the efficiencies of the plan layouts.

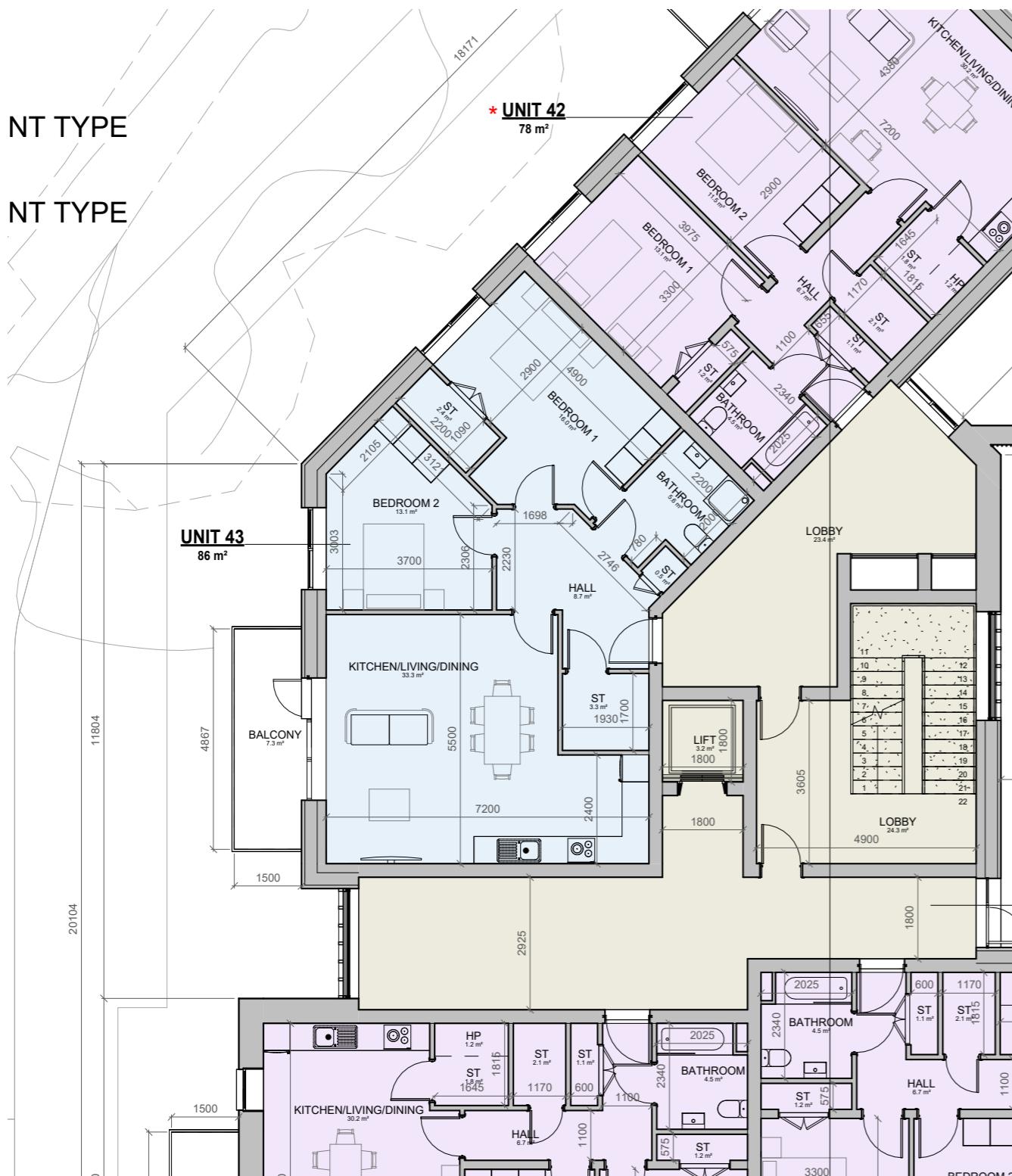
Each apartment has a balcony or terrace area accessed from the main living space. The minimum areas provided are 5m<sup>2</sup> for 1-bed units, 7m<sup>2</sup> for 2-bed units and 9m<sup>2</sup> for 3-bed units. All balconies and terraces shall have a minimum depth of 1.5 metres.

<b>Minimum aggregate floor areas for living/dining/kitchen rooms, and minimum widths for the main living/dining rooms</b>		
<b>Apartment type</b>	<b>Width of living/ dining room</b>	<b>Aggregate floor area of living / dining / kitchen area</b>
One Bedroom	3.3m	23 sq.m
<b>Minimum bedroom floor areas/ widths</b>		
<b>Type</b>	<b>Minimum width</b>	<b>Minimum floor area</b>
Single bedroom	2.1m	7.1 sq.m
Double bedroom	2.8m	11.4 sq.m
Twin bedroom	2.8m	13.0 sq.m
<b>Minimum aggregate bedroom floor areas</b>		
One bedroom	11.4 sq.m	
<b>Minimum storage space requirements</b>		
One bedroom	3 sq.m	
<b>Minimum floor areas for private amenity space</b>		
One bedroom	5 sq.m	

Information taken from: Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2022.

Fig 31: 2 bedroom Apartment Type A2B4P-12 (6 no. units)

## 8.0 Accessibility



10 of the units have been designed to be UD compliant with the requirements of the 'Universal Design Guidelines for Homes in Ireland' developed by the Centre for Excellence in Universal Design (National Disability Authority). Accessible parking spaces are located nearby the units universally designed to provide easy access.

The Universal Design units consist of

- 2 bedroom Apartment Type A2B4P-5 (6units)
- 3 bedroom House Type H-3B5P-4 (2 units)
- 4 bedroom House Type H-4B7P-2 (2 units)

The criteria addressing the design of the internal unit layout are summarised as shown below.

1. Kitchen/ Dining/ Living Room - Large and flexible room with ample unobstructed space to access all areas for everyone with ease of movement thought the kitchen
2. Minimum 800mm wide clear route between furniture and in front of windows and routes between doors
3. 1200mm clear space on three consecutive sides of a table
4. Kitchen is not a thoroughfare. Cooker / hob and sink are in the same run of worktop.
5. Utility room with space for washer and dryer adjacent to kitchen.
6. The kitchen space located next to the dining area to ease access for carrying food and crockery.
7. Large and accessible bathroom (minimum 2100 mm x 2500 mm) door opens outwards, with level access shower.
8. Bathroom adjacent to the main bedroom with flexibility to provide direct access from the bedroom.
9. Bedroom- clear access space of 800mm on both sides and at the end of the double bed.
10. Provide a clear space for a turning circle of 1500mm
11. Doors open into rooms (such as living rooms, bedrooms and kitchens) with hinge-side of the door is adjacent to a return wall and approx. 300mm clear space on the leading edge of doors
12. Entrance door with a clear width of circa 1000mm; with 1200 mm x 1200 mm clear landing. Position is readily identified from the road.
13. Level access to the front and rear doors.
14. House unit designed to allow ground floor bedroom area, stair lift and/or soft spot for future lift.
15. Canopy at front entrances

## 8.0 Accessibility (Continued)

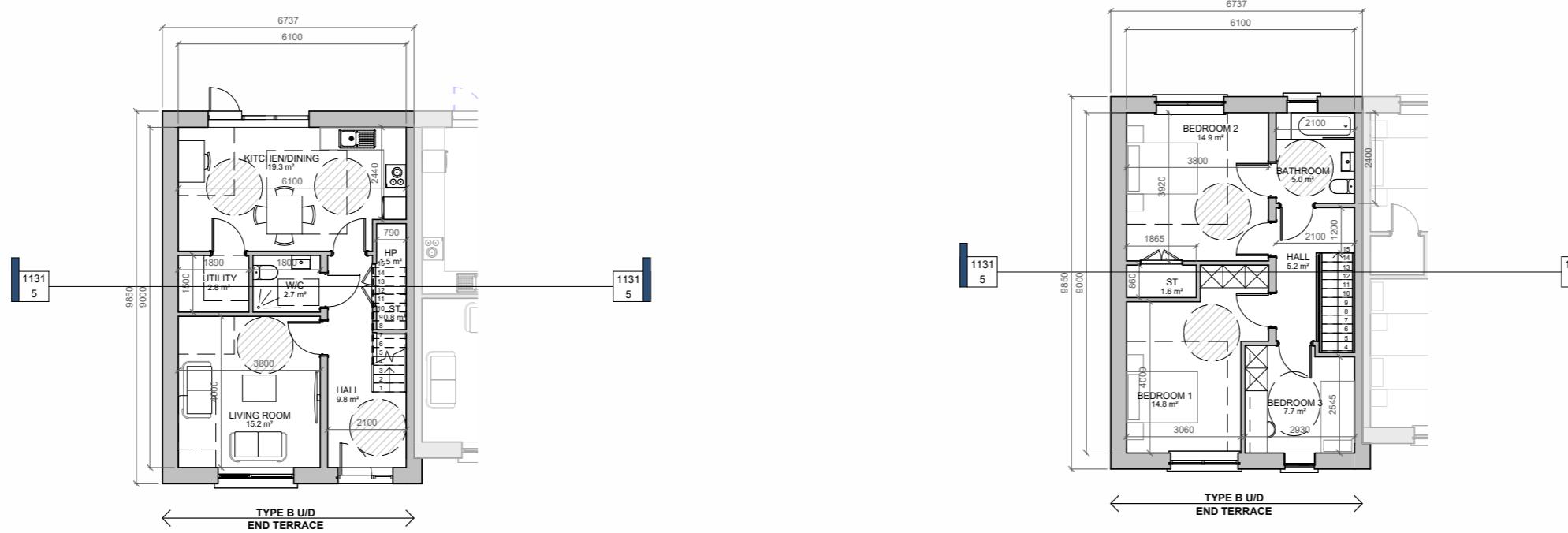


Image 32: House Type H-3B5P-4; 3-bedroom UD House, ground and first floor

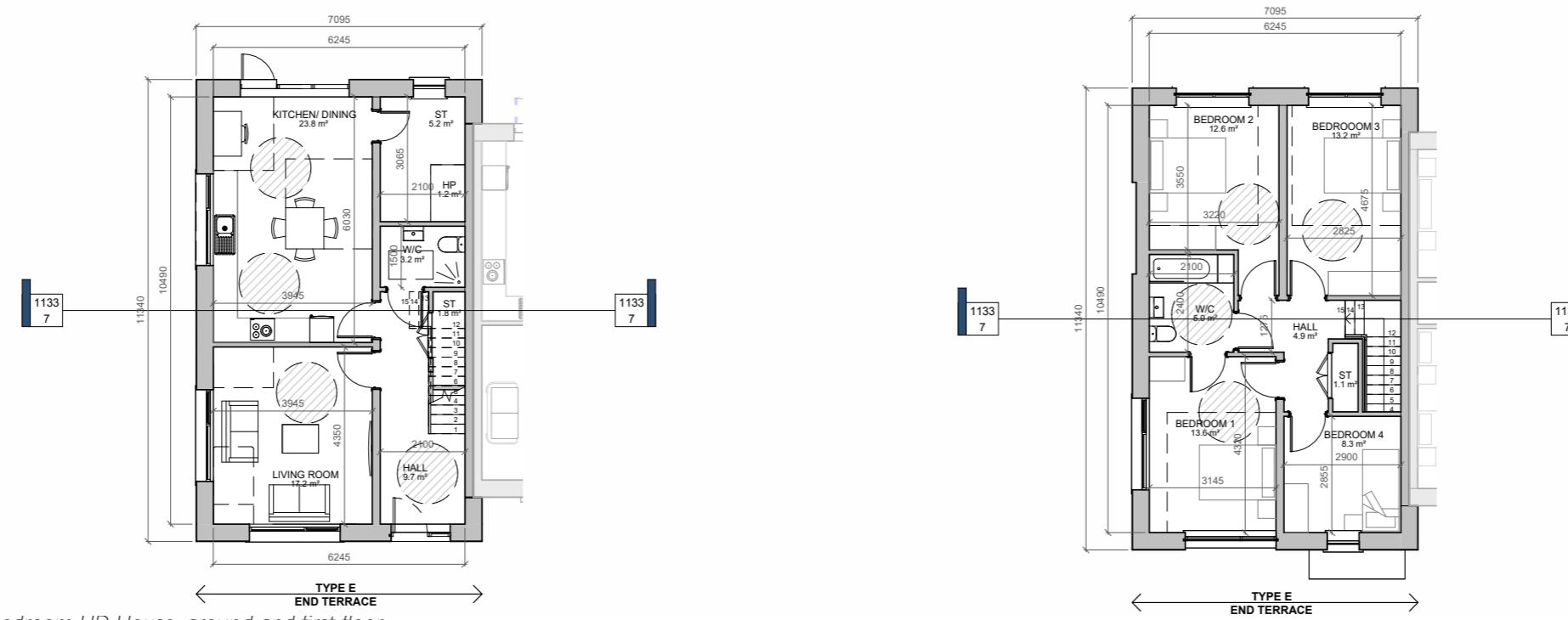


Image 33: House Type H-4B7P-2; 4-bedroom UD House, ground and first floor



Image 34: View looking west along Northern Link Street

## 9.0 Building Lifecycle Analysis

A building lifecycle report is included with the application in response to Section 6.13 of 'Sustainable Housing: Design Standards for New Apartments'.

## 10.0 Energy Efficiency Strategy

All units are designed with an efficient plan format balancing the ratio between floor area and external wall which allows for an efficient and sustainable layout while also creating an efficient thermal envelope. The units will be constructed to building regulation standards delivering a high level of energy efficiency in use in line with Part L's near zero energy target. A Climate Action, Sustainability and Part C compliance report has been prepared by Semple McKillop and is included with the application. Measures have been fully integrated into the design.

## 11.0 Community Safety

Passive surveillance measures have been fully integrated into the design, ensuring that public spaces are naturally overseen by adjacent dwellings. A continuous active street frontage is provided with dual aspect corners and gables.

Permeability is provided across the site between the strategic green corridor to the south, Northern Link Road to the north and the public open space to the centre, promoting connectivity for pedestrians and avoiding a cul-de-sac arrangement.

All on-street parking spaces are well overlooked by adjacent dwellings. Well-illuminated streets and landscaped areas, coupled with a variety of open spaces, contribute to a vibrant and safe community atmosphere. Secure Bicycle storage is provided in secure rooms within the 2 apartment blocks and communal bin storage serving apartment blocks A and B is provided within a secure dedicated storage room.

## 12.0 Summary

- In developing the design proposal for this site at Kishoge, MCORM have endeavoured to apply best practice architecture and urban principles.
- We have had due regard to the South Dublin County Development Plan 2022-2028, Clonburris SDZ Planning Scheme 2019, relevant national policy and guidance together with the feedback provided from the local authority during the pre-planning phase.
- Our design has considered the potential impacts and benefits of the proposal in accordance with the 12 criteria of the Urban Design Manual - at the scale of the neighbourhood, at the scale of the site, and at the scale of the dwelling. Our design seeks to respect the existing characteristics of site whilst also utilising the unique conditions presented.
- A scheme of 118 residential units is proposed together with associated site works, landscaping and public open spaces. The scale and massing is appropriate for its location while the adopted architectural treatment affords a simple but modern aesthetic for the new scheme, adding to the emerging urban nature and character of the Clonburris SDZ lands overall.
- We submit that the proposed scheme will constitute sustainable residential development which delivers high-quality design and residential amenity on the subject site.



Image 35: Apartment Block B on corner of Local Street 1 (Lynch's Lane) and Northern Link Street



Image 36: Communal Open Space bounded and overlooked by Duplex Terraces and Apartment Block A

## Appendix A: Housing Quality Assessment

23004 - Proposed Part 8 Residential Development, Kishoge, Lucan, Co. Dublin														MCORM ARCHITECTURE AND URBAN DESIGN			
SHB5-CSD-SH-MCO-AR-P1 - HOUSING QUALITY ASSESSMENT SCHEDULE																	
Level	UNIT NUMBER	UNIT TYPE	DESCRIPTION	UNIT AREA (m <sup>2</sup> )	BEDROOMS	BEDSPACES	AGGREGATE LIVING/ DINING/ KITCHEN AREA (sqm)	Bed 1 (m <sup>2</sup> )	Bed 2 (m <sup>2</sup> )	Bed 3 (m <sup>2</sup> )	Bed 4 (m <sup>2</sup> )	AGGREGATE BED AREA (m <sup>2</sup> )	STORAGE (m <sup>2</sup> )	PRIVATE AMENITY (m <sup>2</sup> )	ASPECT	ORIENTATION (single aspect units only)	SDZ DEVELOPMENT AREA
<b>HOUSING</b>																	
80	UD House Type H-4B7P-2	UD House	131	4	7	41	13.6	12.6	13.2	8.3	47.7	8.1	83		KNE-S4		
81	House Type H-3B5P-1	House	101.6	3	5	34	13.4	12.3	7.1	0	32.8	5.8	72		KNE-S4		
82	House Type H-3B5P-1	House	101.6	3	5	34	13.4	12.3	7.1	0	32.8	5.8	72		KNE-S4		
83	House Type H-3B5P-1	House	101.6	3	5	34	13.4	12.3	7.1	0	32.8	5.8	72		KNE-S4		
84	House Type H-3B5P-1	House	101.6	3	5	34	13.4	12.3	7.1	0	32.8	5.8	72		KNE-S4		
85	House Type H-3B5P-1	House	101.6	3	5	34	13.4	12.3	7.1	0	32.8	5.8	72		KNE-S4		
86	UD House Type H-3B5P-4	UD House	109.8	3	5	0	14.9	14.8	7.7	0	37.4	5.2	89		KNE-S4		
87	House Type H-4B7P-1	House	125	4	7	40	13.6	11.5	12.1	8.3	45.5	7.6	74		KNE-S4		
88	House Type H-3B5P-1	House	101.6	3	5	34	13.4	12.3	7.1	0	32.8	5.8	75		KNE-S4		
89	House Type H-3B5P-1	House	101.6	3	5	34	13.4	12.3	7.1	0	32.8	5.8	75		KNE-S4		
90	House Type H-3B5P-1	House	101.6	3	5	34	13.4	12.3	7.1	0	32.8	5.8	75		KNE-S4		
91	House Type H-3B5P-1	House	101.6	3	5	34	13.4	12.3	7.1	0	32.8	5.8	75		KNE-S4		
92	House Type H-4B7P-1	House	125	4	7	40	13.6	11.5	12.1	8.3	45.5	7.6	74		KNE-S4		
93	UD House Type H-3B5P-4	UD House	109.8	3	5	0	14.9	14.8	7.7	0	37.4	5.2	72		KNE-S4		
94	House Type H-3B5P-1	House	101.6	3	5	34	13.4	12.3	7.1	0	32.8	5.8	72		KNE-S4		
95	House Type H-3B5P-1	House	101.6	3	5	34	13.4	12.3	7.1	0	32.8	5.8	72		KNE-S4		
96	House Type H-3B5P-1	House	101.6	3	5	34	13.4	12.3	7.1	0	32.8	5.8	72		KNE-S4		
97	House Type H-3B5P-1	House	101.6	3	5	34	13.4	12.3	7.1	0	32.8	5.8	72		KNE-S4		
98	House Type H-3B5P-1	House	101.6	3	5	34	13.4	12.3	7.1	0	32.8	5.8	72		KNE-S4		
99	UD House Type H-4B7P-2	UD House	131	4	7	41	13.6	12.6	13.2	8.3	47.7	8.1	83		KNE-S4		
110	House Type H-4B7P-1	House	125	4	7	40	13.6	11.5	12.1	8.3	45.5	7.6	148		KNE-S4		
111	House Type H-3B5P-1	House	101.6	3	5	34	13.4	12.3	7.1	0	32.8	5.8	83		KNE-S4		
112	House Type H-3B5P-1	House	101.6	3	5	34	13.4	12.3	7.1	0	32.8	5.8	99		KNE-S4		
113	House Type H-3B5P-1	House	101.6	3	5	34	13.4	12.3	7.1	0	32.8	5.8	97		KNE-S4		
114	House Type H-3B5P-1	House	101.6	3	5	34	13.4	12.3	7.1	0	32.8	5.8	83		KNE-S4		
115	House Type H-3B5P-1	House	101.6	3	5	34	13.4	12.3	7.1	0	32.8	5.8	103		KNE-S4		
116	House Type H-4B7P-1	House	125	4	7	40	13.6	11.5	12.1	8.3	45.5	7.6	74		KNE-S4		
117	House Type H-3B5P-1	House	101.6	3	5	34	13.4	12.3	7.1	0	32.8	5.8	75		KNE-S4		
118	House Type H-3B5P-1	House	101.6	3	5	34	13.4	12.3	7.1	0	32.8	5.8	103		KNE-S4		
<b>TOTAL AREA HOUSING</b>				3115.2	m <sup>2</sup>												

## Appendix A: Housing Quality Assessment

Bundles 4 & 5 - Proposed Part 8 Residential Development, Kishoge, Lucan, Co. Dublin- South Dublin County Council																	
Level	UNIT NUMBER	UNIT TYPE	DESCRIPTION	UNIT AREA (m <sup>2</sup> )	BEDROOMS	BEDSPACES	AGGREGATE LIVING/ DINING/ KITCHEN	Bed 1 (m <sup>2</sup> )	Bed 2 (m <sup>2</sup> )	Bed 3 (m <sup>2</sup> )	Bed 4 (m <sup>2</sup> )	AGGREGATE BED AREA (m <sup>2</sup> )	STORAGE (m <sup>2</sup> )	PRIVATE AMENITY (m <sup>2</sup> )	ASPECT	ORIENTATION (single aspect units only)	SDZ DEVELOPMENT AREA
<b>OWN-DOOR APARTMENTS AND DUPLEXES</b>																	
25	Duplex Type A-3B5P_1B2P-1	Own-Door Duplex	110.6	3	5	35.6	13.3	11.6	9.9	0	34.8	9.7	40 (T)	dual	n/a	KUC-S2	
26	Apartment Type A-3B5P_1B2P-1	Own-Door Apartment	60	1	2	23.3	12.1	0	0	0	12.1	4.3	5 (B)	dual	n/a	KUC-S2	
27	Duplex Type A-3B5P_1B2P-1	Own-Door Duplex	110.6	3	5	35.6	13.3	11.6	9.9	0	34.8	9.7	23 (T)	dual	n/a	KUC-S2	
28	Apartment Type A-3B5P_1B2P-1	Own-Door Apartment	60	1	2	23.3	12.1	0	0	0	12.1	4.3	5 (B)	dual	n/a	KUC-S2	
29	Apartment Type A-3B5P_1B2P-1	Own-Door Apartment	60	1	2	23.3	12.1	0	0	0	12.1	4.3	5 (B)	dual	n/a	KUC-S2	
30	Duplex Type A-3B5P_1B2P-1	Own-Door Duplex	110.6	3	5	35.6	13.3	11.6	9.9	0	34.8	9.7	23 (T)	dual	n/a	KUC-S2	
31	Duplex Type A-3B5P_1B2P-1	Own-Door Duplex	110.6	3	5	35.6	13.3	11.6	9.9	0	34.8	9.7	23 (T)	dual	n/a	KUC-S2	
32	Apartment Type A-3B5P_1B2P-1	Own-Door Apartment	60	1	2	23.3	12.1	0	0	0	12.1	4.3	5 (B)	dual	n/a	KUC-S2	
33	Apartment Type A-3B5P_1B2P-1	Own-Door Apartment	60	1	2	23.3	12.1	0	0	0	12.1	4.3	5 (B)	dual	n/a	KUC-S2	
34	Duplex Type A-3B5P_1B2P-1	Own-Door Duplex	110.6	3	5	35.6	13.3	11.6	9.9	0	34.8	9.7	23 (T)	dual	n/a	KUC-S2	
58	Duplex Type A-3B5P_1B2P-1	Own-Door Duplex	110.6	3	5	35.6	13.3	11.6	9.9	0	34.8	9.7	23 (T)	dual	n/a	KUC-S2	
59	Apartment Type A-3B5P_1B2P-1	Own-Door Apartment	60	1	2	23.3	12.1	0	0	0	12.1	4.3	5 (B)	dual	n/a	KUC-S2	
60	Apartment Type A-3B5P_1B2P-1	Own-Door Apartment	60	1	2	23.3	12.1	0	0	0	12.1	4.3	5 (B)	dual	n/a	KUC-S2	
61	Duplex Type A-3B5P_1B2P-1	Own-Door Duplex	110.6	3	5	35.6	13.3	11.6	9.9	0	34.8	9.7	23 (T)	dual	n/a	KUC-S2	
62	Duplex Type A-3B5P_1B2P-1	Own-Door Duplex	110.6	3	5	35.6	13.3	11.6	9.9	0	34.8	9.7	23 (T)	dual	n/a	KUC-S2	
63	Apartment Type A-3B5P_1B2P-1	Own-Door Apartment	60	1	2	23.3	12.1	0	0	0	12.1	4.3	5 (B)	dual	n/a	KUC-S2	
64	Apartment Type A-3B5P_1B2P-1	Own-Door Apartment	60	1	2	23.3	12.1	0	0	0	12.1	4.3	5 (B)	dual	n/a	KUC-S2	
65	Duplex Type A-3B5P_1B2P-1	Own-Door Duplex	110.6	3	5	35.6	13.3	11.6	9.9	0	34.8	9.7	23 (T)	dual	n/a	KUC-S2	
66	Duplex Type A-3B5P_1B2P-1	Own-Door Duplex	110.6	3	5	35.6	13.3	11.6	9.9	0	34.8	9.7	23 (T)	dual	n/a	KNE-S4	
67	Apartment Type A-3B5P_1B2P-1	Own-Door Apartment	60	1	2	23.3	12.1	0	0	0	12.1	4.3	5 (B)	dual	n/a	KNE-S4	
68	Apartment Type A-3B5P_1B2P-1	Own-Door Apartment	60	1	2	23.3	12.1	0	0	0	12.1	4.3	5 (B)	dual	n/a	KNE-S4	
69	Duplex Type A-3B5P_1B2P-1	Own-Door Duplex	110.6	3	5	35.6	13.3	11.6	9.9	0	34.8	9.7	35(T)	dual	n/a	KNE-S4	
70	Duplex Type A-3B5P_1B2P-1	Own-Door Duplex	110.6	3	5	35.6	13.3	11.6	9.9	0	34.8	9.7	22 (T)	dual	n/a	KNE-S4	
71	Apartment Type A-3B5P_1B2P-1	Own-Door Apartment	60	1	2	23.3	12.1	0	0	0	12.1	4.3	5 (B)	dual	n/a	KNE-S4	
72	Duplex Type A-3B5P_1B2P-2	Own-Door Duplex- Cranked Corner	133.5	3	5	47	12.1	12.7	11.8	0	36.6	12.2	20 (T)	dual	n/a	KNE-S4	
73	Apartment Type A-3B5P_1B2P-2	Own-Door Apartment- Cranked Corner	71.5	1	2	25.4	12	0	0	0	12	6.5	10 (B)	dual	n/a	KNE-S4	
74	Apartment Type A-3B5P_1B2P-1	Own-Door Apartment	60	1	2	23.3	12.1	0	0	0	12.1	4.3	5 (B)	dual	n/a	KNE-S4	
75	Duplex Type A-3B5P_1B2P-1	Own-Door Duplex	110.6	3	5	35.6	13.3	11.6	9.9	0	34.8	9.7	23 (T)	dual	n/a	KNE-S4	
76	Duplex Type A-3B5P_1B2P-1	Own-Door Duplex	110.6	3	5	35.6	13.3	11.6	9.9	0	34.8	9.7	23 (T)	dual	n/a	KNE-S4	
77	Apartment Type A-3B5P_1B2P-1	Own-Door Apartment	60	1	2	23.3	12.1	0	0	0	12.1	4.3	5 (B)	dual	n/a	KNE-S4	
78	Apartment Type A-3B5P_1B2P-1	Own-Door Apartment	60	1	2	23.3	12.1	0	0	0	12.1	4.3	5 (B)	dual	n/a	KUC-S2	
79	Duplex Type A-3B5P_1B2P-1	Own-Door Duplex	110.6	3	5	35.6	13.3	11.6	9.9	0	34.8	9.7	23 (T)	dual	n/a	KNE-S4	
100	Duplex Type A-3B5P_1B2P-1	Own-Door Duplex	110.6	3	5	35.6	13.3	11.6	9.9	0	34.8	9.7	61.5 (G)	dual	n/a	KNE-S4	
101	Apartment Type A-3B5P_1B2P-1	Own-Door Apartment	60	1	2	23.3	12.1	0	0	0	12.1	4.3	5 (B)	dual	n/a	KNE-S4	
102	Duplex Type A-3B5P_1B2P-1	Own-Door Duplex	110.6	3	5	35.6	13.3	11.6	9.9	0	34.8	9.7	84 (G)	dual	n/a	KNE-S4	
103	Apartment Type A-3B5P_1B2P-1	Own-Door Apartment	60	1	2	23.3	12.1	0	0	0	12.1	4.3	5 (B)	dual	n/a	KNE-S4	
104	Apartment Type A-3B5P_1B2P-1	Own-Door Apartment	60	1	2	23.3	12.1	0	0	0	12.1	4.3	5 (B)	dual	n/a	KNE-S4	
105	Duplex Type A-3B5P_1B2P-1	Own-Door Duplex	110.6	3	5	35.6	13.3	11.6	9.9	0	34.8	9.7	61.6 (G)	dual	n/a	KNE-S4	
106	Duplex Type A-3B5P_1B2P-1	Own-Door Duplex	110.6	3	5	35.6	13.3	11.6	9.9	0	34.8	9.7	68 (G)	dual	n/a	KNE-S4	
107	Apartment Type A-3B5P_1B2P-1	Own-Door Apartment	60	1	2	23.3	12.1	0	0	0	12.1	4.3	5 (B)	dual	n/a	KNE-S4	
108	Apartment Type A-3B5P_1B2P-1	Own-Door Apartment	60	1	2	23.3	12.1	0	0	0	12.1	4.3	5 (B)	dual	n/a	KNE-S4	
109	Duplex Type A-3B5P_1B2P-1	Own-Door Duplex	110.6	3	5	35.6	13.3	11.6	9.9	0	34.8	9.7	108 (G)	dual	n/a	KNE-S4	
<b>TOTAL AREA OWN-DOOR APARTMENTS AND DUPLEXES</b>				<b>3617</b>	m <sup>2</sup>												

(B- Balcony)  
(T- Terrace)  
(G- Garden)

## Appendix A: Housing Quality Assessment

Bundles 4 & 5 - Proposed Part 8 Residential Development, Kishoge, Lucan, Co. Dublin- South Dublin County Council																		
Level	UNIT NUMBER	UNIT TYPE	DESCRIPTION	UNIT AREA (m <sup>2</sup> )	BEDROOMS	BEDSPACES	AGGREGATE LIVING/ DINING/ KITCHEN	Bed 1 (m <sup>2</sup> )	Bed 2 (m <sup>2</sup> )	Bed 3 (m <sup>2</sup> )	Bed 4 (m <sup>2</sup> )	AGGREGATE BED AREA (m <sup>2</sup> )	STORAGE (m <sup>2</sup> )	PRIVATE AMENITY (m <sup>2</sup> )	ASPECT	ORIENTATION (single aspect units only)	SDZ DEVELOPMENT AREA	
<b>APARTMENT BLOCK A</b>																		
Ground Floor Level	35	UD Apartment Type A-2B4P-12	UD Apartment- Cranked Corner	85.97	2	4	33.3	18	13.1	0	0	31.1	6.2	7	dual	n/a	KUC-S2	
	36	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KUC-S2	
	37	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KUC-S2	
Level 01	38	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KUC-S2	
	39	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KUC-S2	
	40	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KUC-S2	
	41	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KUC-S2	
Level 02	42	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KUC-S2	
	43	UD Apartment Type A-2B4P-12	UD Apartment- Cranked Corner	85.97	2	4	33.3	18	13.1	0	0	31.1	6.2	7	dual	n/a	KUC-S2	
	44	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KUC-S2	
	45	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KUC-S2	
Level 03	46	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KUC-S2	
	47	UD Apartment Type A-2B4P-12	UD Apartment- Cranked Corner	85.97	2	4	33.3	18	13.1	0	0	31.1	6.2	7	dual	n/a	KUC-S2	
	48	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KUC-S2	
Level 04	49	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KUC-S2	
	50	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KUC-S2	
	51	UD Apartment Type A-2B4P-12	UD Apartment- Cranked Corner	85.97	2	4	33.3	18	13.1	0	0	31.1	6.2	7	dual	n/a	KUC-S2	
	52	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KUC-S2	
Level 05	53	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KUC-S2	
	54	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KUC-S2	
	55	UD Apartment Type A-2B4P-12	UD Apartment- Cranked Corner	85.97	2	4	33.3	18	13.1	0	0	31.1	6.2	7	dual	n/a	KUC-S2	
	56	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KUC-S2	
	57	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KUC-S2	
TOTAL NET INTERNAL AREA APARTMENT BLOCK A				1829.53	m <sup>2</sup>													
Ground Floor Level Gross Internal Area				535.5	m <sup>2</sup>													
Level 1 Gross Internal Area				500	m <sup>2</sup>													
Level 2 Gross Internal Area				430	m <sup>2</sup>													
Level 3 Gross Internal Area				430	m <sup>2</sup>													
Level 4 Gross Internal Area				430	m <sup>2</sup>													
Level 5 Gross Internal Area				430	m <sup>2</sup>													
TOTAL GROSS INTERNAL AREA APARTMENT BLOCK A				2755.5	m <sup>2</sup>													

## Appendix A: Housing Quality Assessment (Continued)

Bundles 4 & 5 - Proposed Part 8 Residential Development, Kishoge, Lucan, Co. Dublin- South Dublin County Council																		
Level	UNIT NUMBER	UNIT TYPE	DESCRIPTION	UNIT AREA (m <sup>2</sup> )	BEDROOMS	BEDSPACES	AGGREGATE LIVING/ DINING/ KITCHEN	Bed 1 (m <sup>2</sup> )	Bed 2 (m <sup>2</sup> )	Bed 3 (m <sup>2</sup> )	Bed 4 (m <sup>2</sup> )	AGGREGATE BED AREA (m <sup>2</sup> )	STORAGE (m <sup>2</sup> )	PRIVATE AMENITY (m <sup>2</sup> )	ASPECT	ORIENTATION (single aspect units only)	SDZ DEVELOPMENT AREA	
<b>APARTMENT BLOCK B</b>																		
Ground Floor Level	1	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dial	n/a	KNE-S4	
	2	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KNE-S4	
	3	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	0	11.7	3	5	single	west	KNE-S4	
	4	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	0	11.7	3	5	single	west	KNE-S4	
	5	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KNE-S4	
	6	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KNE-S4	
Level 01	7	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KNE-S4	
	8	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KNE-S4	
	9	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	0	11.7	3	5	single	west	KNE-S4	
	10	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	single	west	KNE-S4	
	11	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KNE-S4	
	12	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KNE-S4	
Level 02	13	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KNE-S4	
	14	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KNE-S4	
	15	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	0	11.7	3	5	single	west	KNE-S4	
	16	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	single	west	KNE-S4	
	17	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KNE-S4	
	18	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KNE-S4	
Level 03	19	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KNE-S4	
	20	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KNE-S4	
	21	Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7	0	0	0	11.7	3	5	single	west	KNE-S4	
	22	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	single	west	KNE-S4	
	23	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KNE-S4	
	24	Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5	0	0	25.1	6	7	dual	n/a	KNE-S4	
<b>TOTAL NET INTERNAL AREA APARTMENT BLOCK B</b>				<b>1651.68</b>	m <sup>2</sup>													
<b>Ground Floor Level Gross Internal Area</b>				<b>737.5</b>	m <sup>2</sup>													
<b>Level 1 Gross Internal Area</b>				<b>554</b>	m <sup>2</sup>													
<b>Level 2 Gross Internal Area</b>				<b>554</b>	m <sup>2</sup>													
<b>Level 3 Gross Internal Area</b>				<b>554</b>	m <sup>2</sup>													
<b>Level 4 (Roof) Gross Internal Area</b>				<b>81.5</b>														
<b>TOTAL GROSS INTERNAL AREA APARTMENT BLOCK B</b>				<b>2399.5</b>	m <sup>2</sup>													
<b>TOTAL NET INTERNAL AREA- ALL RESIDENTIAL</b>				<b>10213.01</b>	m <sup>2</sup>													
<b>TOTAL GROSS INTERNAL AREA- ALL RESIDENTIAL</b>				<b>11886.8</b>	m <sup>2</sup>													

## Appendix B: Summary of Residential Mix

23004 - Proposed Part 8 Residential Development, Kishoge, Lucan, Co. Dublin														MCORM		
SHB5-CSD-SH-MCO-AR-P1 - HOUSING QUALITY ASSESSMENT- SUMMARY OF RESIDENTIAL MIX														PRE PART 8 SUBMISSION		
Bundles 4 & 5 - Proposed Part 8 Residential Development, Kishoge, Lucan, Co. Dublin- South Dublin County Council																
UNIT TYPE	DESCRIPTION	UNIT AREA	BEDROOMS	BEDSPACES	AGGREGATE LIVING/ DINING/ KITCHEN AREA (sqm)	Bed 1 (sqm)	Bed 2 (sqm)	Bed 3 (sqm)	Bed 4 (sqm)	AGGERGATE BED AREA (sqm)	STORAGE (sqm)	PRIVATE AMENITY (sqm)	QUANTITY	MIX	%	
See Note 1																
<b>HOUSE TYPES</b>																
House Type H-3B5P-1	House	101.60	3	5	34	13.4	12.3	7.1		32.8	5.8		21	23	79.31%	
UD House Type H-3B5P-4	UD House	109.8	3	5		14.9	14.8	7.7		37.4	5.2		2			
House Type H-4B7P-1	House	125	4	7	40	13.6	11.5	12.1	8.3	45.5	7.6		4	6	20.69%	
UD House Type H-4B7P-2	UD House	131	4	7	41	13.6	12.6	13.2	8.3	47.7	8.1		2			
<b>HOUSE TYPES TOTAL</b>														29	100.00%	
<b>APARTMENT TYPES</b>																
Apartment Type A-1B2P-1	Apartment	50.4	1	2	23.1	11.7				11.7	3	5	5	26	29.21%	
Apartment Type A-3B5P_1B2P-1	Own-Door Apartment	60	1	2	23.3	12.1				12.1	4.3	5	20			
Apartment Type A-3B5P_1B2P-2	Own-Door Apartment- Cranked Corner	71.5	1	2	25.4	12				12	6.5	5	1			
Apartment Type A-2B4P-1	Apartment	77.76	2	4	30	13.6	11.5			25.1	6	7	36	42	47.19%	
UD Apartment Type A-2B4P-12	UD Apartment- Cranked Corner	85.97	2	4	33.3	18	13.1			31.1	6.2	7	6			
Duplex Type A-3B5P_1B2P-1	Own-Door Duplex	110.6	3	5	35.6	13.3	11.6	9.9		34.8	9.7	5	20	21	23.60%	
Duplex Type A-3B5P_1B2P-2	Own-Door Duplex- Cranked Corner	133.5	3	5	47	12.1	12.7	11.8		36.6	12.2	5	1			
<b>APARTMENT TYPES TOTAL</b>														89	100.00%	
<b>OVERALL TOTAL</b>																118



Image 37: Housing on Local Street 3 facing south

## Appendix C: Design Checklist

The following is a tabulated response to the items listed in Appendix D - Design Checklist (Key Indicators of Quality Urban Design and Placemaking) of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Applications 2024. This design report details the design approach for the scheme under the headings as listed on the contents page. This Appendix is should be read in conjunction with the details set out in the main body of the report

No.	Topic	Response
1	<b>Sustainable and Efficient Movement</b>	
(i)	permeable and legible network of streets and spaces within the site	A network of fully permeable streets is proposed, with emphasis on pedestrian permeability from the North Link Road into the central civic space and intimate local street. The street network also provides for future connectivity to adjoining lands as part of the overall SDZ masterplan.
(ii)	connections with and between established communities, services and other uses	The site is located adjacent to and shall be fully accessible to the existing traveler housing to the east and the Kishoge Community College campus to the north. The principal point of access is along the alignment of Lynch's Lane which is entered fro Thomas Omer Way to the north. Given that this area is in transition, the local street alignment along Lynch's Lane shall provide for future connectivity to the urban centre and associated mix of uses in Kishoge in due course.
(iii)	streets designed in accordance with DMURS	The street design follows the street hierarchy and design principles as prescribed in the SDZ Planning Scheme. The streets within the development are classed as local streets, and intimate local streets. The carriageway width of the local street typology is typically 5.5 metres with perpendicular and parallel parking bays; the intimate local street is 4.8 metres with parallel parking bays. The existing alignment of Lynch's Lane that runs along the western boundary of the site shall be upgraded and improved to local street standard.
(iv)	quantum of parking been minimised	Car Parking (95no.) is provided at a rate of c. 0.8 space per dwelling, and are all located in clusters on-street, interspersed with planting and landscaping. There are 9 accessible parking bays distributed around the development. The public realm, including on-street spaces is well supervised by nearby dwellings.

## Appendix C: Design Checklist (Continued)



Image 38 Local Street 2 Looking North

2	<b>Mix of Land Uses (Vibrant Centres and Communities)</b>	
(i)	mix and intensity of land uses appropriate to the site	The site is located in an area undergoing transition from undeveloped green fields to a new urban community in the west of Dublin as part of the overall Clonburris SDZ lands. The proposed development is in accordance with the development requirements as set out in the SDZ Planning Scheme, located between the existing educational uses to the north and mixed use development to the west (Kishoge Urban Centre), and railway station.
(ii)	diverse and varied range of housing types	The scheme has been developed in accordance with the South Dublin County Council brief which is based on the social housing need demand for the area. There is a provision of apartments, duplex/ own door units, and family houses, with a mix of 1-, 2-, 3- and 4-bedroom units. There are also UD unit typologies spread across the apartments and housing. Refer to the residential mix as set out in Appendix B of this report.
(iii)	support the regeneration and revitalisation of an existing centre or neighbourhood	The existing site is greenfield within a suburban context within one of the last large undeveloped areas within the catchment of Dublin, which has presented an unique opportunity to create a new urban community. Hence the creation of the Clonburris SDZ of which the site forms a part. The site follows the development parameters of the SDZ in order to ensure the success of the overall lands.
(iv)	enhancement of the public realm	In addition to complying with the standards for streets in the SDZ, the scheme delivers new public realm in the form of a civic space at its heart for the benefit and enjoyment of its residents. The scheme also delivers on providing both strategic and local green corridor routes.
3	<b>Green and Blue Infrastructure (Open Space, Landscape and Heritage)</b>	
(i)	positively responded to natural features & landscape character	The site is by and large level (c.60.000 datum) and comprises a green field. There are existing trees in the vicinity of Lynch's Lane which will require removal of existing trees due in part to the proposed upgrade of Lynch's Lane and the general condition of the trees themselves which are either of poor condition or cannot be retained along the western and northern boundary. The proposed development includes the provision of new tree planting within the public realm.

## Appendix C: Design Checklist (Continued)



Image 39: Communal Open Space in Courtyard bounded by Apartment Block A and Duplexes

(ii)	a complementary and interconnected range of open spaces, corridors and planted/landscaped areas	The site complies with the provision of strategic and local green corridors as part of the wider SDZ masterplan. The strategic green corridor is a linear green route that is intended to run eastwards along the railway alignment from the site. The local green corridor is the provision of tree planting and natural drainage measures along the northern and western boundaries. In addition new open spaces in the form of the central civic space and large communal courtyard are proposed to complement this open space provision.
(iii)	public open spaces universally accessible and designed to cater for a range of active and passive recreational uses	The public open space is focused on the centrally located civic space at the heart of the scheme and is strategically located at the interface between the new development and the existing Kishoge community college. The space is overlooked by the future housing and the adjacent road and provides a diversity of gathering and recreational opportunities. The square will be formed by a paved open space with a wide range of seating and uplifted with urban tree planting. This is a place to meet-up. The square will also provide play opportunities for multiple age groups through the implementation of a play structure and a MUGA. Finally, additional tables and seats will be provided. All seating areas will provide universal access and will be inclusive. An area of edible planting, taking the form of an orchard, will be implemented as part of the Civic Square. The edible planting will be planted along meadow and bulbs. The edible planting will simply be a collective amenity that can be harvested by any residents without the supervision of a local group or a community garden structure. The orchard will provide learning and play opportunities.
(iv)	integrated nature-based solutions for the management of urban drainage	<p>The landscaping design incorporates permeable paving, tree pits and swales. The design incorporates wildlife considerations in the retention/ protection/ management and reinforcement of existing hedgerows/tree lines and undisturbed areas of grasslands. Existing trees and hedgerows on the site will be protected where possible in line with the objectives of the Arboriculture assessments &amp; Landscape Masterplan and brought back into a managed state and reinforced with new planting. Varied habitats are created for ecological connections and landscape visual amenity;</p> <ul style="list-style-type: none"> <li>• an attenuation pond and swales with profiled marginal planted shelves and</li> <li>• integrated constructed wetlands</li> <li>• bioretention tree planting pits within the residential street network</li> <li>• new tree planting,</li> <li>• Community Orchards and flexible amenity lawn areas</li> </ul>



Image 40: Northern Link Street

## Appendix C: Design Checklist (Continued)

4	Responsive Built Form	
(i)	coherent and legible urban structure in terms of block layouts and building heights	An arrangement of simple and clear urban blocks is proposed for the site, providing a strong definition between the public and private realm in every street and public space. There is a hierarchy in scale across the site from east to west, 2 storey housing adjacent to the existing traveler housing in Lynch's Park; 3-storey duplex terraces along the northern link street and within the urban centre development area; 4- and 6- storey apartment blocks located at prominent corners in the scheme.
(ii)	buildings address streets and spaces	Strong continuous building edges are proposed to all the streets and spaces in the scheme. Each facade is animated with own-door access and fenestration providing full passive supervision into these spaces.
(iii)	layout, scale and design features of new development respond to prevailing development patterns (where relevant)	Given its greenfield context, there has been no prevailing urban pattern in the immediate context. The street pattern proposed follows that as specified in the Clonburris SDZ Planning Scheme (in particular Section 2 Movement and Transport) and forms part of a larger masterplan for the area. This in turn will provide a coherent street network as the lands are eventually all developed in due course. The design principles set out in the SDZ follow best practice for the creation of successful streets.
(iv)	coherent architectural and urban design	The proposed scheme comprises a number of residential typologies (houses/ duplexes/ apartments) which are arranged in a series of compositions and set pieces within a street network, tied together with a common palette of materials and detailing. This combines to provide the scheme with a coherent character.



Image 41: Site Plan

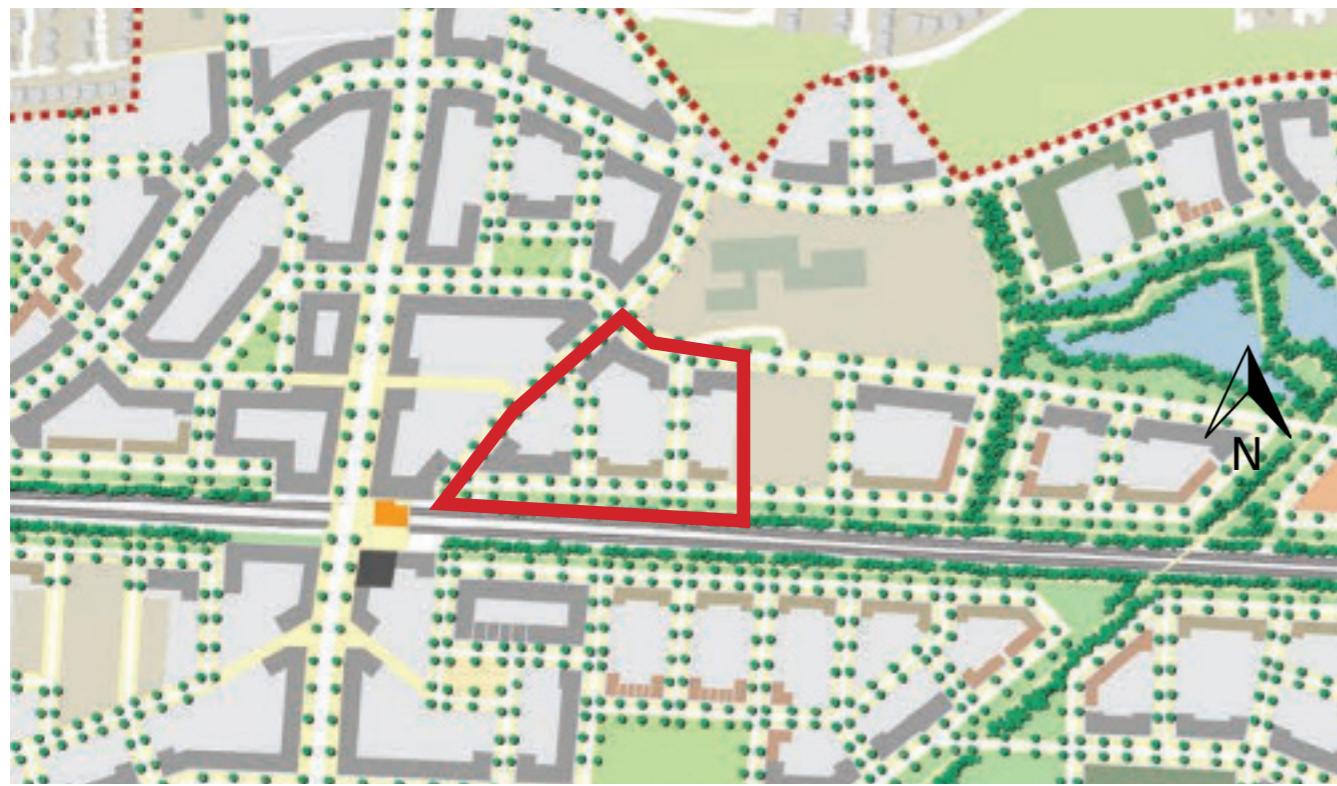


Image 42 Planning Scheme Masterplan, extract from SDZ figure 3. - Site shown outlined in red

## Appendix D: Design Criteria,

### Section 2.8.2 Clonburris SDZ Planning Scheme

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;

The proposed development straddles 2 development areas in the SDZ. These are as follows with their respective net density ranges, and actual proposed densities-  
Kishoge Urban Centre Sub Sector 2 (KUC-S2)  
Range 65-125/ ha; Actual 80.9/ ha  
Kishoge North east Sub Sector 4 (KNE-S4).  
Range 45-55/ ha; Actual 48.85/ ha

In relation to built form and design, movement, transport and land use please refer to "3.0 Urban Design Rationale/ Design Criteria" in this design statement.

In relation to green/ blue infrastructure, please refer to "4.0 Landscape Design Strategy" in this design statement.

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;

For the avoidance of doubt, the diagram opposite illustrates the connections being created by the proposed development with the adjoining lands in the SDZ in compliance with the street hierarchy diagram 2.2.1.

Demonstrates compliance with the 12 design criteria contained within the Urban Design Manual A Best Practice Guide (2009) in the case of residential development;

Please refer to "3.0 Urban Design Rationale/ Design Criteria" in this design statement which sets out responses to 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;

To summarise the schedule of accommodation- 118 no. residential units in a mix of two storey houses, 3 storey duplex units and apartment blocks of 4 – 6 storeys comprising-

- 26 no. 1 bed apartments (of which 21 no. are own-door)
- 42 no. 2 bed apartments
- 21 no. 3 bed own-door duplexes
- 23 no. 3 bed houses (of which 2 no. are UD)
- 6 no. 4 bed houses (of which 2 no. are UD)



Image 43: Housing on Local Street 3

## Appendix D: Design Criteria,

### Section 2.8.2 Clonburris SDZ Planning Scheme (Continued)

<p>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:</p>	
Demonstrates compliance with the 10 design criteria contained within the Retail Design Manual (2012) in the case of retail development;	Not Applicable to this proposed 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.;	There are essentially 2 principal street typologies within the proposed development, namely "local streets" and an "intimate local street", each based on those set out under section 2.2.4 of the SDZ Planning Scheme. The local streets are 5.5 metres in width typically, with an extra 500mm locally where perpendicular car parking spaces are provided. The intimate local street is 4.8 metres clear width. Footpaths are all 2.3m in width.
Includes a Quality Audit addressing street design as outlined under DMURS (2013);	Please refer to the Quality Audit prepared by Roadplan that accompanies this application.
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;	Site sections are set out on drawing nos. 1200 and 1201 that show the proposed levels within the development and this relates to the topography of the site.
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	Please refer to the landscape report and plan prepared by Mitchell + Associates that accompanies this application.
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	Not Applicable to this proposed development.

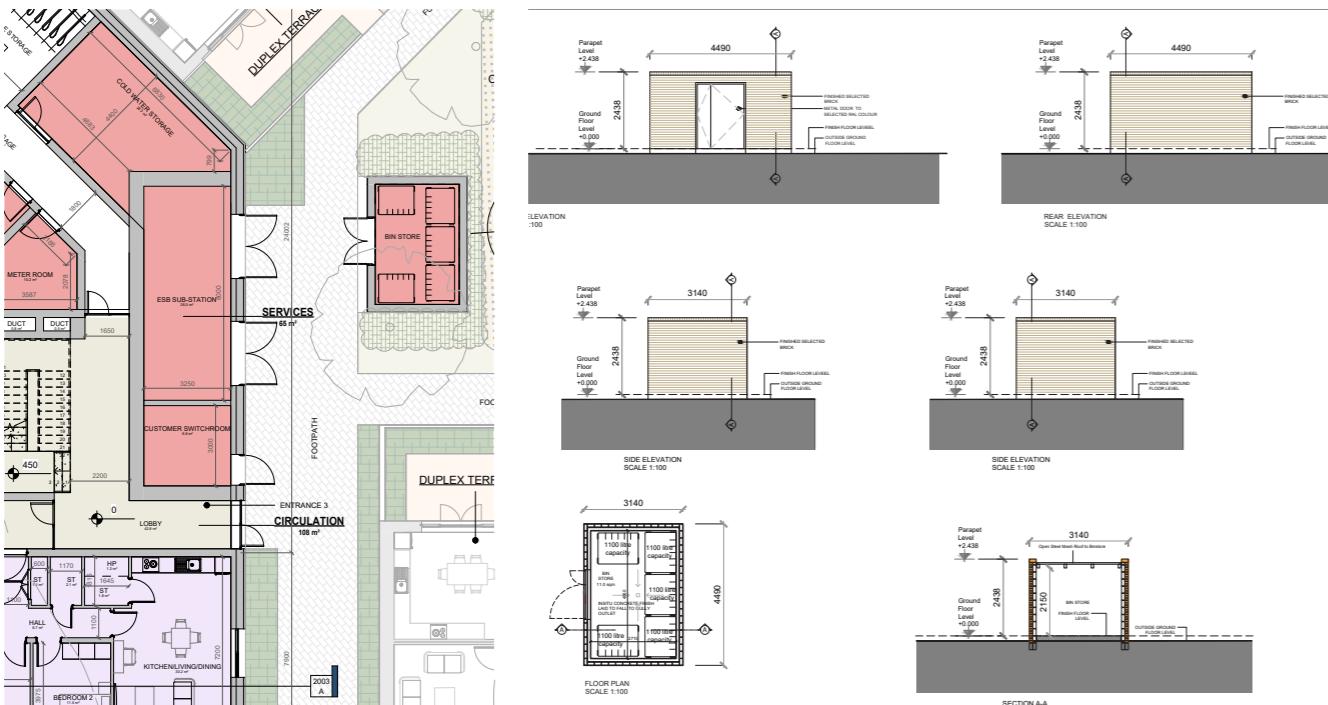


Image 44 a/b: Item 1; Refuse Store Apartment Block A

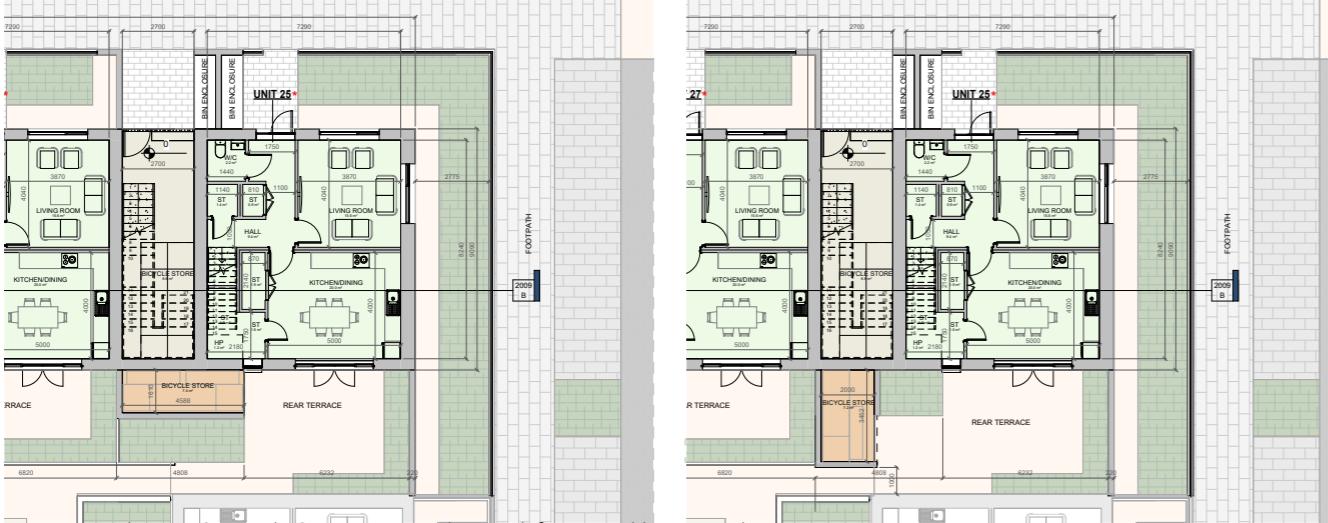


Image 45 a/b: Item 2; Bicycle Store, previous layout, left. Revised layout, right

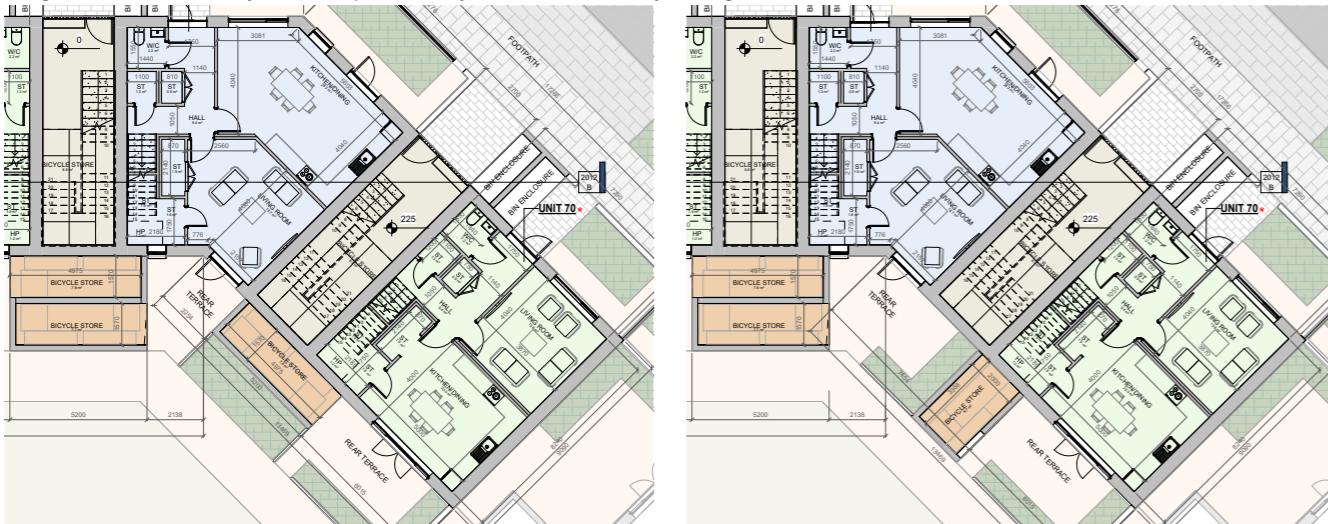


Image 46 a/b: Item 3; Bicycle Store, previous layout, left. Revised layout, right unit 72

## Appendix E: Liaison with South Dublin County Council

	Following the first submission of the design pack on 31/05/2024, we have addressed the comments received from SDCC as per the table below	
	SDCC Comment	Design Team Response
1	<p>P3 – 1101 (Apartment Block A – Ground Floor)</p> <p>There is no bin store indicated on the drawing.</p> <p>Can this be revised to show bin store?</p>	<p>The refuse store serving block A is detailed in drawing no. P3-3003.</p> <p>It is a stand alone structure adjacent to the block accessed through the internal courtyard. This has been indicated on updated drawing P3-1101 (as per figs. 44a/b left)</p>
2	<p>P3 – 1113 (Unit 25 )</p> <p>Can the bicycle store be rotated to allow for outdoor space to the rear of this unit to have improved aspect?</p>	<p>Yes.</p> <p>That makes sense, and will improve the amenity/ usability of this private space.</p> <p>Amended as illustrated in figs. 45a/b left.</p>
3	<p>P3 – 1117 (Unit 72 – Knuckle)</p> <p>The outdoor space provided for this unit is limited in comparison to other units. Would it be possible to review the positioning of the bicycle store to allow for additional space?</p>	<p>Yes.</p> <p>We can rotate the bike store to its right hand side (serving unit 70 to increase the space to the rear of unit 72).</p> <p>Amended as illustrated in figs. 46a/b left.</p>

## Appendix E: Liaison with South Dublin County Council

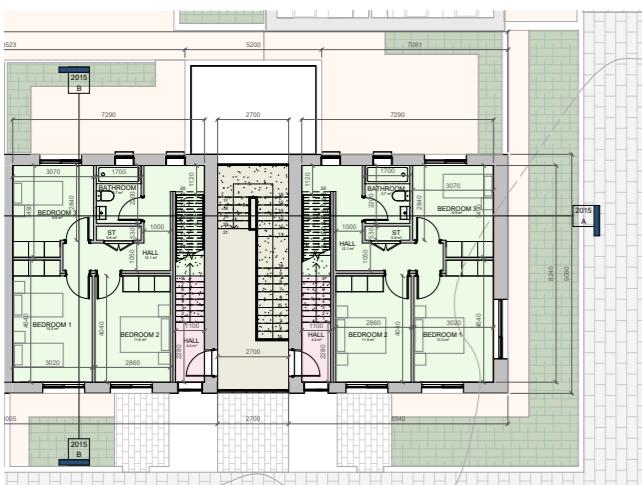


Image 47 a/b: Item 5; Unit 69 Window to bedroom 3 relocated

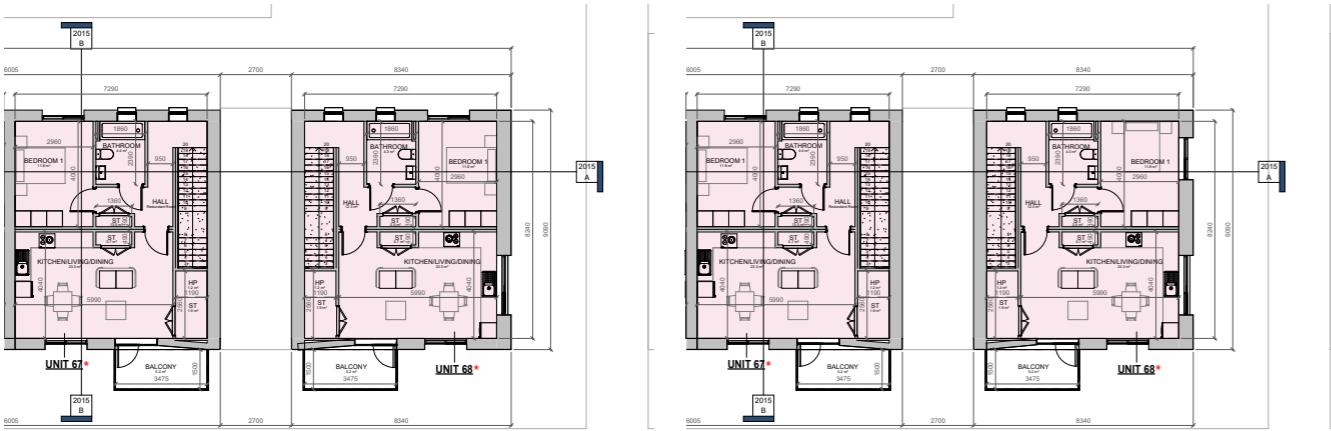
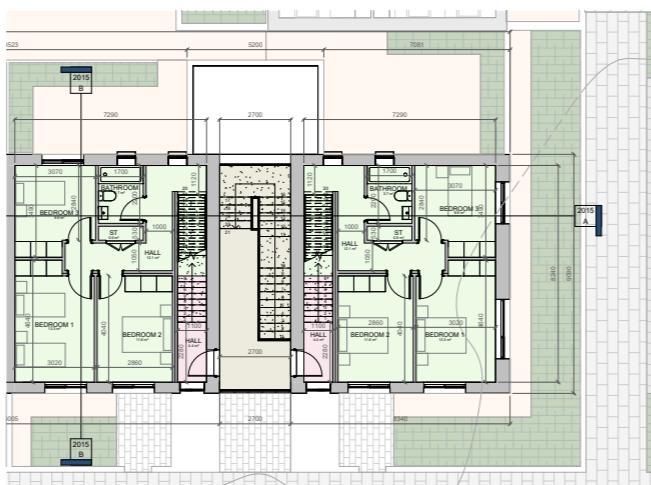


Image 48 a/b: Item 5; Unit 70 Window to bedroom relocated in tandem with unit 69 below



Image 49 Updated CGI illustrating gable windows

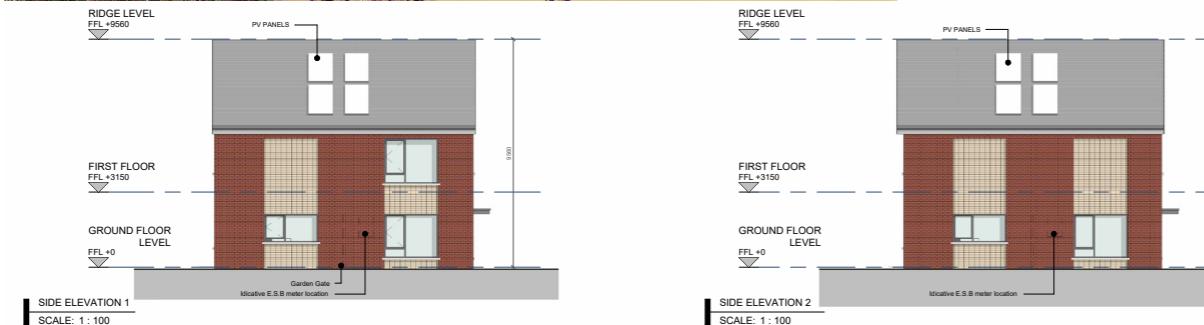


Image 50: Item 5 extract from drawing P3-1132 illustrating the different versions of house type H-4B7P-1

	SDCC Comment	Design Team Response
4	P3 – 1115 (Units 26 – 33) Can consideration be given to turning these units so that the balconies are facing south-east as opposed to current north west orientation. This will make the balconies a far more usable space.	Comment Noted.
5	P3 – 1122 (Unit 69) Can bedroom 3 window be relocated to the gable end?	Yes. This is accommodated this in the updated layout. Not only has this been carried out to the duplex bedroom, but we have updated the bedroom in the second floor apartment overhead also, as per drawing P3-1122.  Amended as illustrated in figs. 47 & 48a/b left. CGI updated in Image 49 left
6	House type H -4B7P-1– where the property is facing on to neighbouring units (as opposed to onto a street) can the windows on the gable be removed?	Alternative end elevations depending on the location of the house. 2 versions are set out in drawing P3-1132. (fig 50 left)  The version on the left hand side is where the houses occupies a corner site.  Unit no. 110 on the right hand side, we removed windows to the bedrooms to remove any overlooking of neighbouring garden but retained the ground floor windows as these are looking into the garden.
7	Boundary Types (Boundary Type 5) – given this boundary's proximity to the existing residential units, how is it proposed that it be built? This would require considerable underpinning and would be very intrusive on neighbours—please reconsider with C+S engineer—also what are the levels here- do they align with the adjoining existing levels.?	Having looked at the existing boundary conditions along the eastern interface, we think that there is probably no need for this boundary wall to be built, and can be removed from the drawing (P3-3001). The boundary which consists of an existing rendered block wall and in part by gables of adjoining houses without fenestration appears to be in good condition and would probably only require modest improvements, e.g. painting.  We can confirm that the levels within the scheme are compatible with the adjoining existing levels.

## Appendix E: Liaison with South Dublin County Council

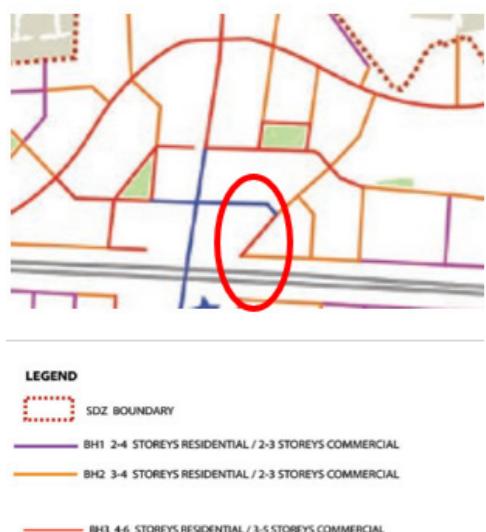


Image 51 Extract from Fig. 2.8.10 Building Height Strategy SDZ Planning scheme with site location circled



Image 52 Approved development (reg ref SDZ23A/0043) to the south of scheme has heights of 6-8 stories. Aerial view with location of our apartment block A circled in red for context.

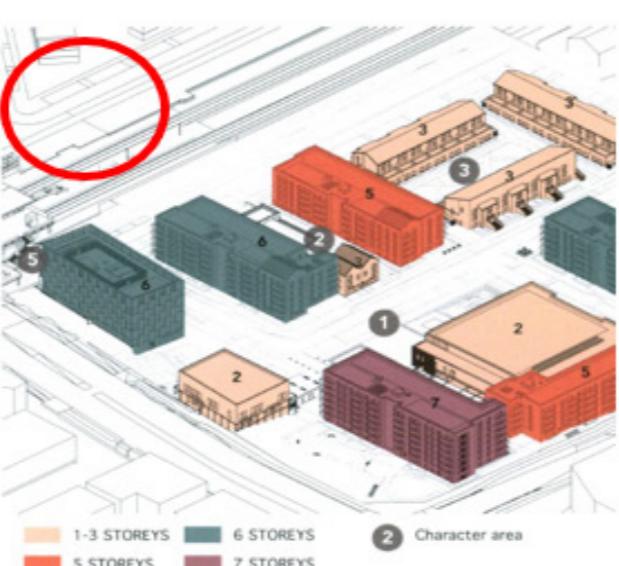


Image 53 Approved development (reg ref SDZ23A/0043) to the south of scheme with heights noted

	SDCC Comment	Design Team Response
8	<p>Block A – This building in general is quite imposing on the rest of the scheme and is also not typical to the wider Clonburris SDZ typology – could consideration be given to removing the top floor or is there a density issue in doing this?</p>	<p>Apartment Block A is viewed as a prominent termination of the fixed street frontage facing the railway (as per fig. 2.8.5 SDZ Planning scheme) and an integral part of the streetscape that will evolve in Kishoge's Urban Centre contributing to its sense of place. It was felt that this was the most appropriate location for this increase in height in the development. The height and relationship with the adjoining terraces of duplexes is consistent with fig. 2.8.10 Building Height Strategy SDZ Planning scheme. (Image 51 opposite)</p> <p>The results of the daylight/ sunlight analysis confirm that there is no effect on the adjoining terraces.</p> <p>As regards the wider Clonburris typology, the recently approved Cairn scheme in Kishoge Urban Centre (reg ref SDZ23A/0043) to the south has heights of 6-8 stories. Aerial view below with location of our apartment block A circled in red for context. (Image 52 opposite)</p> <p>Apart from the built form in this approved development, there is little else in the immediate vicinity by way of established built character. (Image 53 opposite)</p> <p>The scale and location of apartment block A is considered appropriate to contributing to this new urban centre at the a key transportation node serving the surrounding area.</p>

## Appendix E: Liaison with South Dublin County Council



Image 54a/b: Item 7; Updated detail to Parapet Height and Window Ope detail alignment at second floor

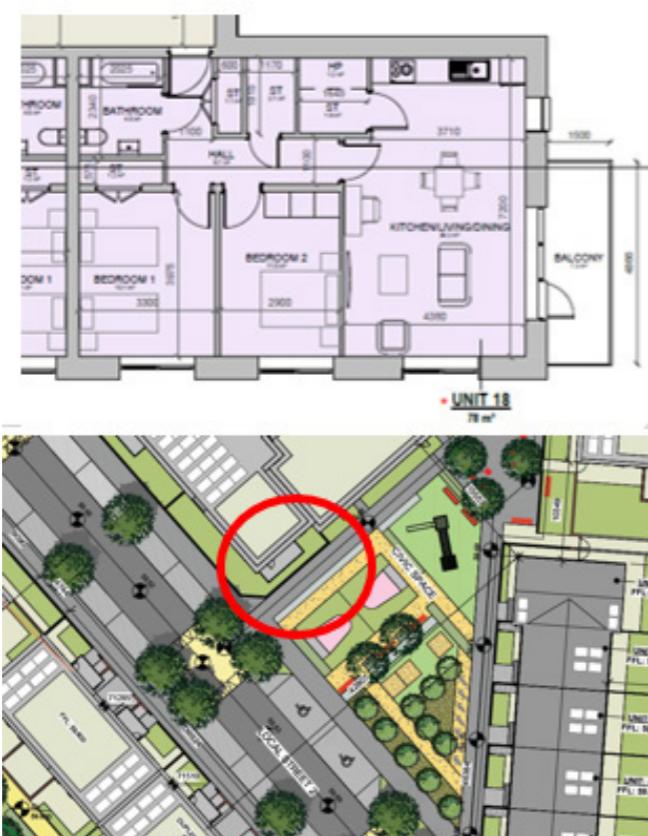


Image 55 a/b: Item 7; Updated detail to Parapet Height and Window Ope detail alignment at second floor; view from Link Street

	SDCC Comment	Design Team Response
9	<p>The design approach where the monopitch to the duplex are increasing the height of the streetscape to go towards the four storeys in the SDZ is noted- however this leads to an unattractive proportion above the upper floor windows. Can you please reconsider this and provide an A-roof to the duplex units</p>	<p>We have carried out a review the detailing to the parapet height and heads of the windows to the uppermost storey in terms of the proportion. We have applied the following updates to the elevations-</p> <p>Reduction in parapet height, approx. 450mm-500mm</p> <p>Application of recessed detail around the heads of the ope at second floor level to align with the head of the ope to the staircase serving the 2nd level apartments. (Images 54a/ b and 55a/ b below)</p>



## Appendix E: Liaison with South Dublin County Council



	SDCC Comment	Design Team Response
10	Balcony to unit 18 is overlooking the neighbouring house- can you move to the street side (southwest) of the building where it will get better aspect	We are not sure if this is the correct unit being referred to.  Unit 18 is a second floor apartment in Apartment Block B (drawing P3-1110), whose balcony overlooks the civic space to the south east; shown circled in red on the extract siteplan. (Image 56 opposite)

Image 56 Location of Apartment Unit 18 in Block B shown circled in red overlooking public open space

## Appendix E: Liaison with South Dublin County Council

Character Development Area 10: KNE-S4



Figure 6.0 Development Area 10 with part of Site outlined in Red

Parameter	Requirement	Proposed
Net Development Area	4.72 hectares	1.67 hectares
No. of Units (Target)	260	75
Net Density	45 – 55uph	45uph
Building Height	2 – 6 storey	2 – 4 storey
Public Open Space	3,300sqm	1,615sqm

Character Development Area 6: KUC-S2



Image 57 a/b: Item 8; Extract from Planning Report showing parameters for each of the development areas within which the proposal is located by means of red line boundary

Parameter	Requirement	Proposed
Net Development Area	2.79 hectares	0.64 hectares
No. of Units (Target)	349	43
Net Density	60 – 125uph	66.5uph
Non retail commercial	2,400sqm	-
Retail Development	300sqm	-
Building Height	2 – 8 storey	3 – 6 storey
Public Open Space	-	874sqm

	Comment	
11	<p>Planning-</p> <p>The main comment I would have from a Development Management perspective is a clear demonstration that the development would not prejudice the delivery of the remainder of the Sub Sectors and Development Areas in relation to compliance with the Planning Scheme. Not just in relation to the parameters but also the delivery of a coherently designed Kishoge Urban Centre. The future connection from the development to the Kishoge train station will be an important public connection/space</p> <p>An analysis of each of the Sub-Sectors was undertaken in the context of the required parameters set out in the Planning Scheme and demonstrates compliance with the quantitative parameters for each sub-sector.</p> <p>Of note, there have been no other planning consents permitted in either of the two sub-sectors promoted below, such that no cumulative development considerations arise.</p> <p>Section 10.4 of the Report further talks about the Urban Centre. It acknowledges that only part of the subject site is located within Development Area 6 of the Kishoge Urban Centre. However, given that only a small area of the development extends into this sector (0.64 hectares), the proposed development does not provide for mixed uses but rather concentrates on the delivery of higher density housing in the form of apartments and duplex units.</p> <p>Cognisance has also been had to a recently permitted development on the southern side of the rail line within Development Area 6, comprising Sub Sector KUC-S4 and part of KSE-S1. Planning permission has been granted for a significant mixed use development (SDZ23A/0043) in accordance with provisions set out in the Planning Scheme. The proposed mixed use development will provide for significant services and amenities within the defined Kishoge Urban Centre including 2,502sqm of retail floorspace (a large 2 storey retail unit and 2 no. independent retail units); 4,607sqm of employment floorspace and 2 no. independent employment units; 483sqm creche; and public open space including an urban plaza.</p> <p>Residential units are permitted within the defined urban centre and within sub sector KUC-S2, as detailed in Table 7.0, 349 no. residential units are targeted for delivery. The proposed development seeks to deliver 43 no. of these units, or 12.3 per cent, in full accordance with the provisions of the Planning Scheme.</p>	

## Appendix E: Liaison with South Dublin County Council

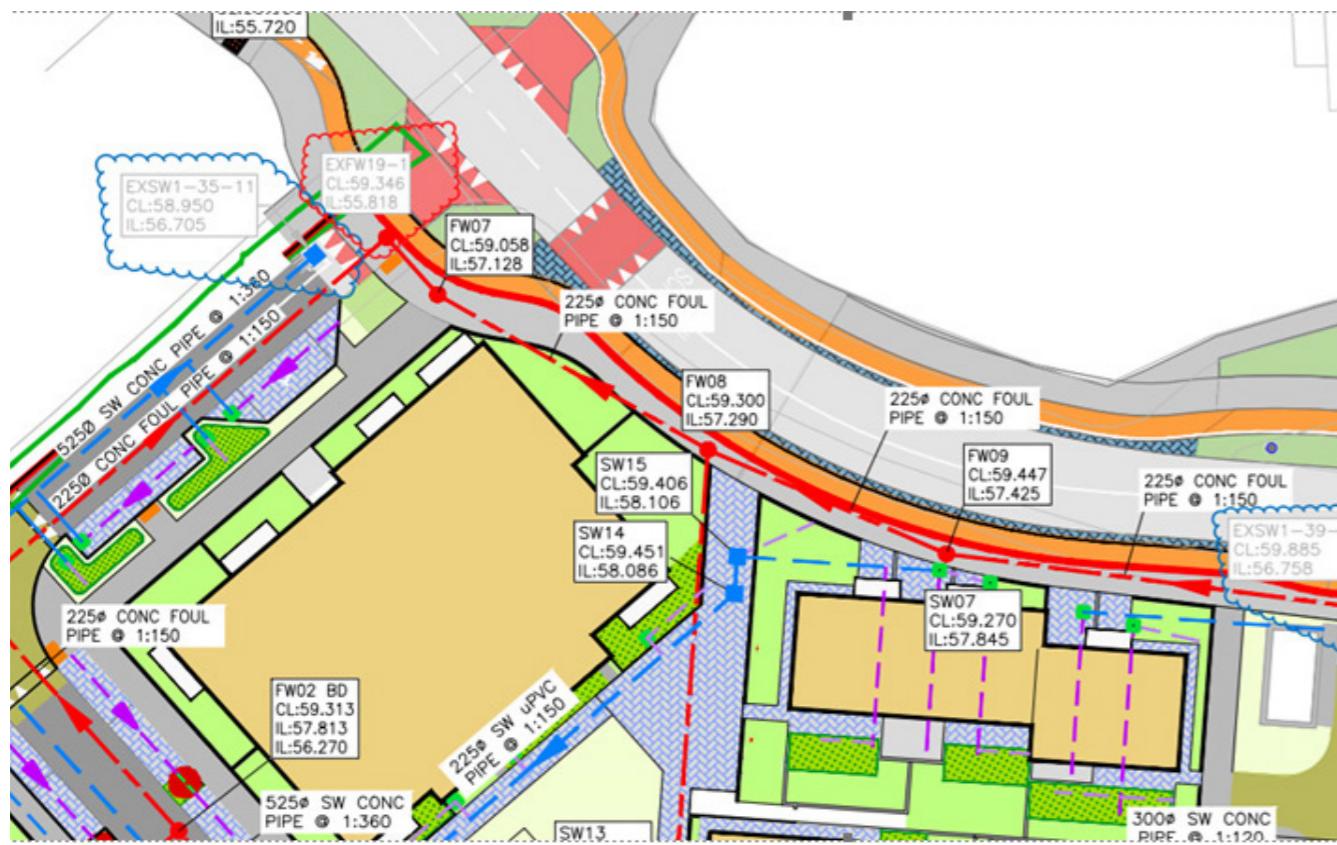


Image 58: Item 9; Extract from MORCE Drawing illustrating drainage connections

	Comment	
12	The drainage does not clearly demonstrate it proposes to connect to the northern link road- can this be clearly noted- and connection points in road be noted as future connections to future infrastructure.	<p>The proposed surface and foul water drainage has been coordinated with drainage proposed for the future distributor road. The locations of connections to the distributor road surface water drainage (blue clouds) and foul drainage (red cloud) are indicated opposite in image 58.</p> <p>Amended Planning drawings by Malone O'Regan clearly indicating the distributor road drainage and to clarify connection points forming part of this submission.</p>
13	<p>Landscaping Tree Pit Size Extract from Report</p> <p><i>"Street tree planting is located to avoid impacts with street lighting. Street trees will be planted into a minimum of 5m<sup>3</sup> topsoil, to comply with the council requirement, in addition with the use of urban tree soils (loamy soils) and topsoil loaded root cells to increase rooting areas outside the main tree pit area as necessary."</i></p> <p>We would recommend a minimum of 5m<sup>3</sup> for street trees (4-7m in height) Noted that root cells will be used. We would recommend use of loamy soils to provide better growing medium for establishment</p>	<p>Noted and Landscape Report updated as follows-</p> <p><i>"Street tree planting is located to avoid impacts with street lighting. Street trees will be planted into a minimum of 5m<sup>3</sup> topsoil, to comply with the council requirement, in addition with the use of urban tree soils (loamy soils) and topsoil loaded root cells to increase rooting areas outside the main tree pit area as necessary."</i></p>

