



Lands at MONASTERY ROAD
Site Development Brief

South Dublin County Council Planning Department



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STRUCTURE OF THE DEVELOPMENT BRIEF

The structure of the development brief is as follows:

Section 1: Site Location and Context

This includes analysis of site characteristics, transportation and infrastructure. These lead to the development of the objectives for the development brief.

Section 2: Site Development Strategy

This outlines the strategic principles for the development of the subject lands as a whole and includes pedestrian and landscape strategies, built form and open spaces. It also includes land use proposals leading to the generation of a framework masterplan.

Section 3: Character Areas and Phasing

This identifies character areas within the subject lands and outlines a framework for the phased development of the subject lands. It identifies key urban design guidelines for each phase of future development.

Appendix: Planning Context

This sets out the strategic planning context in which development of the subject lands will take place.

Executive Summary

01: The Site

The SIAC lands at Monastery Road are located at the south-eastern end of Monastery Road within 800 metres of the LUAS Red Cow Station. The land is bounded to the north and east by Monastery Road, residential developments and by a sports ground to the west. The Town Centre of Clondalkin Village is located north west of the site.

The subject lands, extending to approx. 5.7HA are presently the location of the SIAC headquarters building containing SIAC Head Offices and other offices. The adjacent old quarry, excavated to a depth of seven to nine metres below the original ground level, contains an asphalt plant and associated machinery and storage facilities. Access to the site is by way of a dedicated leg of a large capacity roundabout on Monastery Road.

Clondalkin Village has seen significant population growth over the last two decades and is now a large urban areas with a high proportion of children under 15 and a lower than average population over 65. This demographic profile, together with population increases, has created a steady rise in demand for housing, facilities and services in the area.

The subject lands are within walking distance of a comprehensive public transport network that includes multiple bus routes, Quality Bus Corridor (QBC), proposed MetroWest and the Luas Red Line. Their proximity to the N7 and M50 Red Cow Interchange also means that private transportation options are well served.

This document outlines the approach intended to take in the future development of the site. Detailed design proposals will be included in future planning applications.

02: Planning Context

The South Dublin County Council Development Plan 2004-2010 has designated the subject lands with a zoning objective 'A'; "To protect and improve residential amenities."

The lands are also subject to Specific Local Objective #45 that states:

"No residential development or works related to such development shall be constructed on the lands at Monastery Road until such time as the fly-over bridge to the LUAS Red Cow Depot is constructed. The following mixed uses to be permitted in principle: Community Facility, Crèche, Enterprise Centre, Health Centre, Offices in excess of 100sq.m, Recreational Facility and Shop-Neighbourhood. The site to be subject to a site development brief to be agreed with Members prior to any development taking place."

With upgrading works on the Red Cow Interchange currently progressing that will deliver the required pedestrian bridge, this development brief has been prepared in response to SLO #45 for agreement with the Members. It will outline the various issues surrounding the redevelopment of this urban quarry site and provide the design principles underlying future developments on the subject lands in the context of the existing development on adjoining properties.

This is envisaged as a stand-alone document that includes a statement of design guidelines and their application in the redevelopment of this unusual site, amounting to a design statement to be adopted by South Dublin County Council. It exists within the context of further statutory and non-statutory planning documentation that is outlined in Appendix One.



▲ AERIAL VIEW OF SITE



▲ SOUTH DUBLIN COUNTY COUNCIL DEVELOPMENT PLAN 2004-2010



▲ MOYLE PARK: OPEN SPACE NETWORK

03: Vision Statement

- 1.0 The mixed use redevelopment of the subject lands in a manner that, through proper planning and sustainable urban design policies, maximises the integration and connectivity between the plan lands and Clondalkin Village Centre.
- 2.0 The development of a linear park along Knockmeenagh Lane forms the spine of a strong open space network linking together different character areas within the development and allowing pedestrian and cycle links back to the Village Centre.
- 3.0 While this new mixed-use community will have many day to day needs satisfied within the plan lands, their proximity to Clondalkin Village Centre and its comprehensive retail facilities and public transport network offers the opportunity to expand the existing employment uses on the subject lands. This redevelopment will sustain the vitality and vibrancy of the existing urban centre.
- 4.0 The development brief will provide for the creation of well defined urban forms with a strong 'sense of place' with flexible and adaptable built forms arranged around a sequence of public open spaces that filter back to a new linear park.
- 5.0 The development brief will encourage high quality contemporary design to give the new development a distinct identity.



▲ CLONDALKIN LIBRARY: COMMUNITY

04: Character Areas and Phasing

The subject lands offers the potential to integrate the existing employment uses (SIAC, OPW and engineering services) with the surrounding residential developments by extending employment into a mixed use node within the site. Other non-residential uses could include a health-care facility and supporting services that may include doctor's surgery and pharmacy. Further commercial uses can include 'brass plate' offices, local retailing, sports gym and creche.

The SIAC lands have a number of important characteristics. These include —

- The site is substantially a disused quarry excavated to a depth of some 9 metres
- Excellent linkages to the public transport network including the Red Cow LUAS, Naas Road QBC and proposed Metro West.
- Significant amount of residential use on adjoining lands
- Established commercial use on site



▲ CLONDALKIN FREEFLOW AT MONASTERY ROAD

These factors taken together present a unique opportunity to regenerate a strategically important part of South Dublin County. The significance of this opportunity is recognised by the inclusion of SLO #45 in the South Dublin County Development Plan 2004 - 2010. In developing the design brief the following criteria have been considered —

- 35% of family friendly dwellings to be provided in a variety of typologies adjacent to public and communal spaces
- Development of a Linear park through the site to provide an alternative linkage to Clondalkin and a local amenity destination
- A variety of building forms and uses to provide legibility and interest.

The proposed phasing for the development of the scheme is described. Responding to the very particular site characteristics the scheme incorporates larger units, balconies and terraces, at approximately 40 units gross to the acre and is phased in such a way as to allow flexibility in response to future developments in the adjacent area including the outcome of the N7 corridor study.



▲ LANDS AT MONASTERY ROAD

05 Conclusion

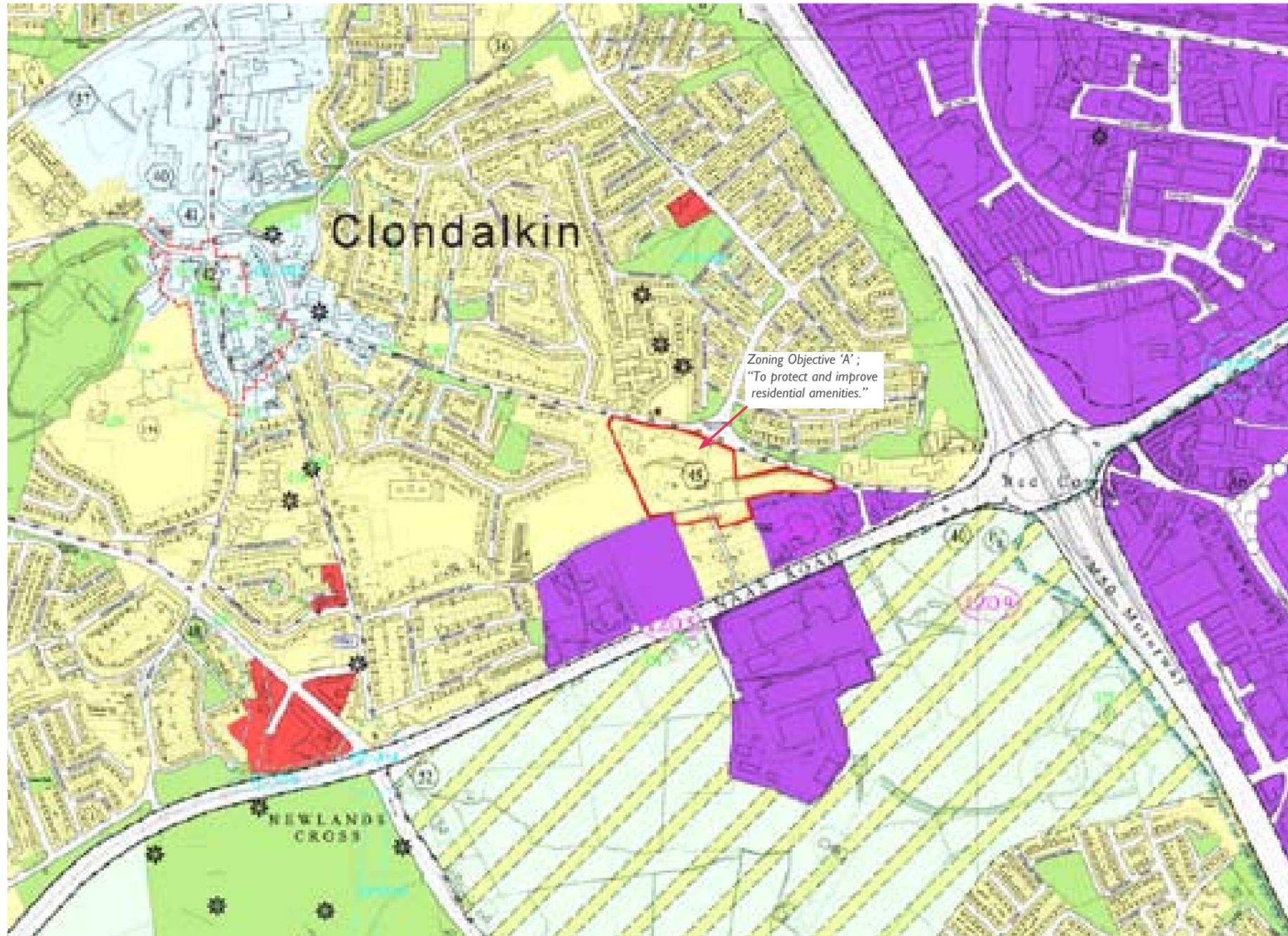
This development brief presents the Members with an outline for the redevelopment of the subject lands in accordance with the South Dublin County Development Plan SLO45. It sets the urban design principles that will guide the future development of this site, ensuring that the opportunity is taken to guide the creation of a new mixed use quarter of Clondalkin Village that takes full advantage of it's prominent location as an entrance to the Town Centre.

The development brief takes consideration of the key ongoing infrastructural works to ensure integration with the Clondalkin Freeflow roads layout, the Red Cow Interchange and designs in connectivity to both the Luas Red Line and the proposed MetroWest system. It is organised around a linear park offering a safe and supervised route for pedestrians and cyclists from this location to the LUAS and back to the Town Centre.

The linear park allows a permeable network of mixed-use residential development with clear hierarchies of public and private spaces, ensuring a legibility of design and place-making to create a vibrant and pleasant new neighbourhood on the site of the former quarry.



1
Site Location and Context



▲ SOUTH DUBLIN COUNTY COUNCIL DEVELOPMENT PLAN 2004-2010

1.1 DEVELOPMENT BRIEF AND PLANNING POLICY

The South Dublin County Council Development Plan 2004-2010 has designated the subject lands with a zoning objective 'A'; "To protect and improve residential amenities."

The lands are also subject to Specific Local Objective #45 that states:

".....The following mixed uses to be permitted in principle: Community Facility, Crèche, Enterprise Centre, Health Centre, Offices in excess of 100sq.m, Recreational Facility and Shop-Neighbourhood.

The site to be subject to a site development brief to be agreed with Members prior to any development taking place."

This document has been prepared in response to the development brief required by SLO #45. It outlines the various issues surrounding the redevelopment of this urban quarry site and provide the design principles underlying future developments on the subject lands.

This is envisaged as a stand-alone document that includes a statement of design guidelines and their application in the redevelopment of the site. It exists within the context of further statutory and non-statutory planning documentation that is outlined in Section 1.4 below.

The requirement for the agreement of a development brief within the South Dublin County Development Plan is a recognition of the unique character of the subject lands and the need for a considered and tailored response to the unusual site features.

SLO#45 imposed a moratorium on the development of these lands until such a time as a pedestrian link across the N7 to LUAS Red Cow Depot was provided and this Development Brief has been produced in light of the provision of this link as part of the upgrading works to the Red Cow Interchange.



▲ Aerial View looking South East



▲ Aerial Photograph showing Scale of Neighbouring Residential Developments



▲ Aerial Photograph showing Quarry and SIAC Headquarters Complex

1.2 SITE LOCATION AND DESCRIPTION

The SIAC lands at Monastery Road are located at the south-eastern end of Monastery Road within 800 metres of the LUAS Red Cow Station. The land is bounded to the north by Monastery Road, to the south by Knockmeenagh Lane and the west by Round Towers GAA Club sports ground.

The subject site is surrounded by residential developments to the north and east, including Woodford, Monastery Gate and the more recent development of Monastery Heath. Beyond the GAA Club are the older residential areas of Floraville and Clondalkin village. To the south there is the residential area of St. Brigid's Cottages.

Access to the site is by way of a dedicated leg of a large capacity roundabout on Monastery Road. The subject lands, extending to approx. 5.7HA is presently the location of the SIAC headquarters building containing SIAC Head Offices and other offices, which occupies the north western end of the site. This is a modern building made up of two separate blocks, one four storey and the other five storey linked by a glazed core. It is served by both underground and overground parking.

The adjacent old quarry, excavated to a depth of seven to nine metres below the original ground level, contains an asphalt plant and associated machinery and storage facilities.



▲ Round Tower, Tower Road



▲ Carnegie Library, Monastery Road



▲ Red Cow Luas Station

1.3 CLONDALKIN VILLAGE CONTEXT

Clondalkin is located to the west of the M50 and south of the Grand Canal and is 800m from the subject lands. Developing out of the original village, Clondalkin is now one of the main urban centres in the South Dublin area. There have been successful efforts toward the urban renewal of the historic village centre as well as various environmental upgrade schemes. The Integrated Area Plan for Clondalkin focuses primarily on disadvantaged residential communities to the north and south-west of the urban centre but did allocate a degree of funding toward the village core.

Services in the area include a major retail centre at the former Mills on Ninth Lock Road with further retail facilities on Tower Road and Orchard Lane, Local Authority offices, garda station, branch library and a number of schools. The Mill Pond acts as a major recreational amenity for the area, containing sports grounds, tennis courts, public swimming pool and sports centre and community centre. This complex is currently being renovated and extended. The main public open space is Corkagh Park, some distance from the village core.

Demographics

The two areas of Clondalkin and Lucan have seen significant population growth over the last two decades and are now both large urban areas. The Lucan / Clondalkin area has a higher proportion of children under 15 than the remainder of the county and lower than average population over 65. This demographic profile, together with population increases, has created a steady rise in demand for housing, facilities and services in the area. This demand continues.

1.4 PUBLIC TRANSPORTATION NETWORKS

The subject lands benefit from the proximity of a comprehensive public transport network that includes:

LUAS System

The subject lands will be within 5 minutes walking distance of the Luas Red Line, running from Abbey Street to Tallaght. The Red Cow Station is at the junction of Monastery Road and the Naas Road, only a short walk from the SIAC lands. SIAC (Clondalkin) Ltd are committed to the provision of a safe and efficient route between the subject lands and the Red Cow Luas Station. (See Section 1.5)



▲ QBC Network in the Greater Dublin Area



▲ Proposed Metro West Route in Context of Luas Red and Green Lines

The proximity of the Luas corridor as well as the Metro West proposal and the other public transport systems outlined below means that the redeveloped quarry lands are located within a comprehensive public transport network that allows rail based access to Dublin Airport, Dublin City Centre and Environs and Tallaght Town Centre and public bus networks serving the greater South Dublin County area.

Metro West

Page 32 outlines the proposed MetroWest service to link the towns of Tallaght, Clondalkin and Blanchardstown and provide a fast link to Dublin Airport via Metro North and will provide a fast commuter service to Dublin City Centre via Metro North and interchanges with Rail, Bus and Luas services.

Commuter Rail Services

Clondalkin station connects to Heuston Station and Kildare via the Arrow. The Dublin — Kildare Route Project involves the upgrading of the line to four track system. This will link Heuston, Clondalkin / Fonthill Road, Cherry Orchard / Park West, Kishoge and Adamstown, significantly improving access to and from Clondalkin. In the future a bus may link Clondalkin Railway Station with the LUAS Red Cow Station and stop beside the SIAC site.

Dublin Bus and Bus Eireann Networks

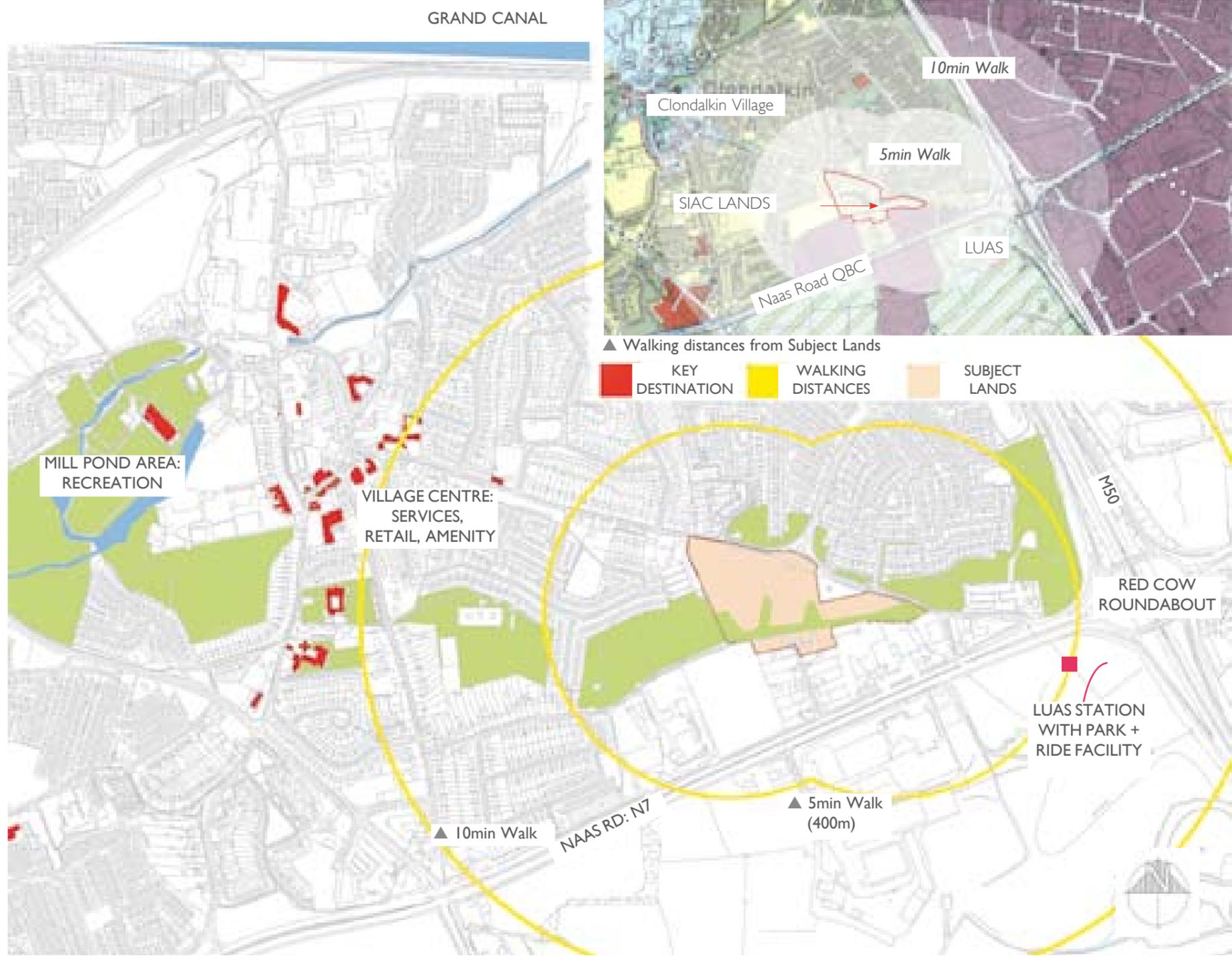
The area is served by a number of public transport links including Dublin Bus Routes 51, 68, 69 and 210. It is also within walking distance of services on routes 18, 19, 50, 76 and the 77N night service via either Clondalkin Village or the Naas Road. The site is serviced by the Naas Road Quality Bus Corridor and by the QBC network servicing the district centre of Clondalkin Village.

Orbital Route QBC: Tallaght — Belgard Road — Clondalkin Village — Fonthill Road — Airport.

South Clondalkin QBC: City Centre — Crumlin — Drimnagh — Clondalkin Village — Grange Castle.

North Clondalkin QBC: City Centre — Liffey Valley Centre — Quarryvale — Rowlagh — Neilstown-Clondalkin Village.

There is also a Bus Eireann stop on the Naas Road near the Monastery Road junction (5 minutes walk).



▲ Location Map indicating Key Destinations within walking distance of subject lands and Clondalkin Village



DUBLIN BUS SERVICES AVAILABLE LOCALLY:
Routes 51, 68, 69 and 210, 18, 19, 50, 76 and the 77N



▲ Proposed cycle route from subject lands towards city centre

1.5 PEDESTRIAN AND CYCLE CONNECTIONS

There is an existing cycle path on Monastery Road adjacent to the site and there are additional cycle tracks in the village and local area. The County Development Plan contains specific objectives for the provision of a cycle lane along the full length of Monastery Road. There are also cycle tracks completed along the New Nangor Road and Fonthill Road.

Along Monastery Road there are established footpaths to the northern edge; however there is currently no footpath in places to the southern edge resulting in complex crossing movements en route to the Red Cow Luas station. SIAC (Clondalkin) Ltd are committed to the provision of legible and efficient pedestrian and cycle movements around the subject lands.



▲ M50 N7 Interchange Upgrade



▲ M50 N7 Interchange Upgrade showing proposed cycle and pedestrian routes

The Clondalkin Freeflow and Red Cow Interchange Upgrade works currently underway will provide the required bridge from Monastery Lane to Luas Red Cow to facilitate pedestrian connections for existing and emerging communities across the N7 corridor to the Luas station. The bridge will provide for both pedestrian and cycle movements that will be integrated with the Monastery Road to provide safe and unimpeded routes to the Red Cow Luas Station.

The redevelopment of the subject lands outlined in this development brief will seek to improve pedestrian amenity through the generation of a linear park along Knockmeenagh Lane that will provide a route through the site and allow pedestrian and cycle permeability back to Clondalkin Village, where it will then integrate with established routes linking to Corkagh Park, Mill Pond complexes, and the Grand Canal. The linear park route along Knockmeenagh Lane will integrate with the Monastery Road at its eastern end.

1.6 VEHICULAR TRANSPORTATION

Construction works on the upgrading of the Red Cow Interchange are well underway. Under this road project the existing traffic lights at the junction of Monastery Road and the N7 will be eliminated. The Monastery Road N7 junction will become a freeflow junction allowing all traffic exiting Monastery Road to travel unimpeded to the M50 north, M50 south and the city (N7 eastbound).

In addition this road project includes the provision of the new Monastery Lane bridge over the N7 that will link Monastery Road to the Luas Red Cow station and the N7 westbound. This will allow traffic to freeflow out of Monastery Road to the Luas station and on to the N7 westbound towards Newlands Cross. This bridge will also provide a new access route to traffic entering Monastery Road from the M50 south, M50 north and the city (N7 westbound). These works will be completed in late Spring 2008.

The completion of the new bridges and junctions will create freeflow vehicular movements in the Monastery Road / Monastery Lane area that will be of enormous benefit to the local community. It will allow buses and vehicles better access to the local public transportation network.

2.6 OUTLINE DEVELOPMENT BRIEF OBJECTIVES

This development brief outlines a framework and urban design approach that will result in the redevelopment of the subject lands in such a way as to ensure the integration of this new mixed use community with the surrounding established residential areas. This will create a focus for both communities that will enable them to fully benefit from their proximity to the historic village core of Clondalkin, existing amenities, and the new linkages to the public transport interchange at the Red Cow.

This will be achieved through the generation of a pedestrian and cycle dominant sequence of streets and squares within the subject lands that are linked to a linear park spine that will serve as a major linkage to existing amenities whilst acting as an amenity space in itself. The subject lands will provide employment opportunities, community and social infrastructure and family accommodation within the new development.

The objectives below inform the development strategies outlined in this document and are fundamental to the resultant indicative development brief.

Vision

- 1.0 The creation of a new mixed-use community that provides physical links to surrounding neighbourhoods and to Clondalkin Village.
- 2.0 The development of a linear park along Knockmeenagh Lane with pedestrian and cycle links to public transportation and the village centre.
- 3.0 Sustain the vitality of the existing Clondalkin urban centre.
- 4.0 Create a sense of place and identity that will generate a vitality and viability for the area.





2
Site Development Strategy

2.1 LAND USE:

Existing Land Use

The subject site is abutted by a number of land uses. To the north and east are large scale residential developments

To the west is Round Towers GAA Club comprised of sports pitches and a club house. Beyond the GAA Club is the older residential Clondalkin village.

To the south there is the residential area of St Brigid's Cottages and industrial zoned lands.

The site consists of an old quarry which currently contains the SIAC Paving semi-mobile asphalt manufacturing plant. The development brief envisages the relocation of the asphalt plant to an alternative location.

Proposed Land Use

Subject to detailed design the proposed redevelopment of the subject lands as outlined in this development brief identifies the following land uses:

- To the north west, adjacent to the current SIAC headquarters is envisaged an extension of the commercial/ office use to include medical / health / neighbourhood use / retail facilities with key frontage to Monastery Road.
- At existing ground level to the south, adjacent to St. Brigid's cottages is envisaged residential development comprised of predominantly family units.
- Along the southern boundary to Knockmeenagh Lane and traversing the site East to West is an amenity green space linear park.
- Within the quarry, predominantly residential development with components of community, employment and local retail activity occurring in key frontages to public spaces branching off the linear park.



▲Existing Land Uses Within and In Proximity Of Subject Lands



▲Proposed Organisation of Dominant Lands Uses Within the Subject Lands

2.2 VEHICLE MOVEMENTS

Existing Vehicular Movements

Vehicular access to the subject lands is currently by means of a high capacity roundabout on the Monastery Road to the north. Monastery Road runs west to Clondalkin Village centre and feeds onto the N7 Naas Road to the south-east, in close proximity to the Red Cow M50 interchange.

Access from a slip road adjacent to the N7 allows vehicular access to St. Brigids Cottages and Knockmeenagh Lane along part of the southern boundary of the subject lands.

Upgrading works on the M50 junctions will result in a free-flow system at the Monastery Road/ N7 junction.

Proposed Vehicular Movements

The redevelopment of the subject lands will keep the current access from Monastery Road and allow surface vehicular movements around the extended commercial/ health uses at this boundary. As proposed, all other vehicular movements will be directed to two levels of underground parking within the old quarry with the result that the redeveloped lands will be predominantly pedestrian and cycle friendly with movement corridors for service, emergency services and fire tender access only. However, the Development Brief includes an indicative possible future road alignment subject to appropriate agreement with adjoining landowner.

A second access point will be created allowing left-in left-out access only to the eastern quarter of the subject lands opposite the existing residential access north of Monastery Road. Again, vehicular movements will be directed underground; however there will be no connection between this section of underground parking and the larger area to the west.



▲Section Indicating Underground Parking



▲Existing Vehicular Movements



▲Proposed Movement Network within Redeveloped Subject Lands



▲ Location Map indicating 'Green' Network of Clondalkin Village



▲ GRAND CANAL TOWPATH



▲ VILLAGE CENTRE



▲ MOYLE PARK



▲ CORKAGH PARK

2.3 LANDSCAPE STRATEGY

The development of the site will provide the required amount of public open within a vehicle free family friendly linear park organised along Knockmeenagh Lane that connects the site back to the existing urban centre and forms a 'green-link' via the adjacent sporting grounds to the Mill Pond area of Clondalkin village, allowing use of the regenerated swimming pool and sports facilities located there.

The development is envisaged as generating a series of interconnected and permeable hard and soft landscapes branching off the linear park that provide a legible connectivity between the various quarters of development. These public spaces are of various scales and character: the eastern quarter becomes an area of landscaped residential development; a large more formal urban plaza is located centrally with key frontages for local retailing and community uses.

The landscape network consists of 5 distinct space types. The aim is to create a sequence of spaces with legibility, connectivity, permeability and a sense of place in mind. The layout will integrate semi-private spaces, streets & public open spaces in a manner that will reflect the uses occurring within the adjoining built form. Strong emphasis is placed upon generating a strong identity defining each separate district.

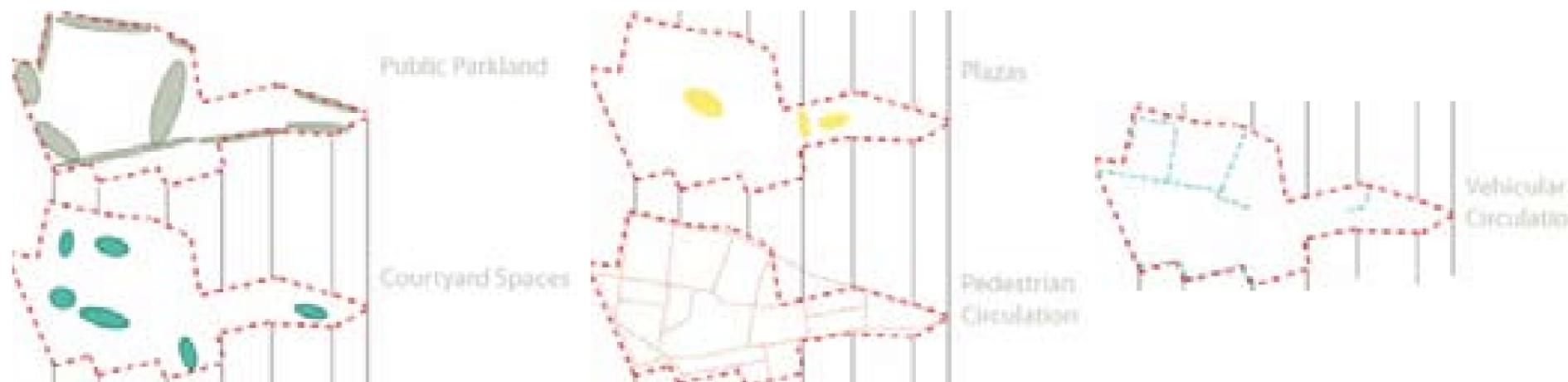
The Linear Park

The Linear park provides a green spine to the development, and creates the link between a series of green spaces from the Mill Pond area through to the public open spaces associated with Monastery Gate Villas & Monastery Gate Copse. Green fingers reach out from the linear park into the development giving rise to spaces which will provide passive and active recreational areas.

The linear park offers an alternative pedestrian & cycle route to the main street circulation network and connects the main recreational spaces in the development. This linear park will provide a green route for recreational movement through the site, offering seating opportunities in an informal landscaped environment. It will be broad, open and well lit in order to render it safe and welcoming.



▲ Landscape Diagram



The Central Park

The central park shall act as a destination space consisting of a range of activities and spaces to meet both the active and passive recreational needs of the residents / users of the site and adjacent areas. The central park will connect directly into the linear park and promote the aim of connectivity & permeability through the incorporation of an extensive circulation network through the park. The Park will not be enclosed, but will actively encourage the public into this space.

The Central Plaza

The plaza links the Commercial Quarter, the Central Park and the Western Quarter, and provides a venue for ad-hoc, impromptu events, and gatherings. The aim is to attract patronage from all areas within the development.

The Streetscape

There will be two distinct landscape treatments employed in the streetscape design. Hard landscape spaces are sub-divided into traditional streets/footways and shared surface spaces which are connected more intimately to residential blocks. The street treatment will provide 1.8m min. wide pavements and for the most part, selected street trees will line the street creating a defined street elevation. Street clutter will be designed out by ensuring that street furniture, parking and tree locations occur within an allocated zone ensuring an unobstructed route along the pavement. Generally in shared surface areas, selected tree planting will be provided as decorative feature planting to strengthen the residential character in these zones. The treatment of the streets shall actively encourage & promote pedestrians & cyclists throughout the development.

Semi-Private Spaces

The semi-private spaces consist of courtyards and communal gardens. Quality hard and soft landscaping proposals shall ensure that these spaces are attractive and welcoming to the residents of the associated blocks. Incidental play spaces cater for children, while informal seating & paths allows for passive recreational activity.



▲ Apartment over Duplex family units over



▲ Use of 6-storey elements to edge linear park



▲ Different levels create different spaces and activities



▲ Example of 4-5 Storey Perimeter Block Development

2.4 BUILT FORM: PROPOSED DENSITY

Section SLO#45 of the South Dublin County Development Plan 2004-2010 is the principal statutory planning document in the County and assigns the site a zoning objective 'A'; "To protect and improve residential amenities." SLO#45 of the Development Plan states that, "the site to be subject to a site development brief to be agreed with Members prior to any development taking place."

The SIAC lands have a number of important characteristics. These include —

- The site is substantially a disused quarry excavated to a depth of some 9 metres
- Excellent linkages to the public transport network including the Red Cow LUAS, Naas Road QBC and proposed Metro West.
- Significant amount of residential use on adjoining lands
- Established commercial use on site

These factors taken together present a unique opportunity to regenerate a strategically important part of South Dublin County. The significance of this opportunity is recognised by the inclusion of SLO #45 in the Development Plan. In developing a Design Brief in response to SLO #45 objective the following criteria were set —

- 35% of family friendly dwellings to be provided in a variety of typologies adjacent to public and communal spaces with own door access
- Development of a Linear park through the site to provide an alternative linkage to Clondalkin and a local amenity destination
- A variety of building forms and uses to provide legibility and interest.

This development brief describes a scheme with the above criteria that is compliant with the Development Plan density guidelines and incorporates larger units, balconies and terraces, in typologies that respond to the very particular site characteristics. The development will operate at a plot ratio in the range of 1.25-1.5:1.

2.5 BUILT FORM: PROPOSED USES + TYPOLOGIES

The design framework respects existing heights within the subject lands to Monastery Road and locates taller elements within the deeper quarry areas in the centre of the development lands allowing them to be screened by development along Monastery Road.

In predominantly residential areas of the development a variety of family units will be provided between three and five storeys with articulation at key locations. These will include duplex over apartment, wide front apartment over duplex, duplex over duplex and housing clusters.

The redevelopment of the subject lands will provide a variety of family friendly dwelling forms throughout. The planning and contextual considerations of Sections 1 of this document have informed the residential unit types proposed.

As with the family housing above, a number of apartment dwelling typologies will also provide tailored solutions to achieve a mix of dwelling units which also provide a strong built form in areas of the subject lands where mixed uses are encouraged.

The potential for other uses proposed will complement existing employment uses of the SIAC headquarters complex that include strong employers such as SIAC Construction, OPW and other engineering services. Proposed further mixed uses include some retail, office, (private) health and medical clinic, community and leisure uses as described within the current zoning as permitted uses.

The principle of creating a sequence of pedestrian and cycle friendly spaces branching off the linear park means that in some instances apartment blocks will be required to provide the street frontage to the park and ensure passive surveillance in the creation of safe and friendly spaces.

There is also the opportunity to reveal the quarry wall within certain locations of public open space and apartments may provide framing and enclosure for such spaces, making landscape features of these areas that retain something of the history of the site.

Proposed bus stops to be located to the east of the site area in the interests of protecting existing residential amenity.



▲ Diagram Indicating Urban Edges, Spaces and Connections



▲ Building follows the movement of the land



▲ Duplexes over Apartment units



▲ Landscaped courtyards create varied spaces.



▲ Family duplex overlooking courtyard



▲ Wide fronted apartments over duplex



▲ Cluster houses around organised open space

2.6 BUILT FORM:

Residential Development

The linear park and associated public spaces arranged off it provide the amount of public open space required by the Development Plan in a manner that allows a variety of useable and supervised safe amenity spaces within the new neighbourhood. These are complemented by semi-private spaces and shared residential courtyards associated with the various residential typologies used.

Family dwellings, include walk-up wide-fronted apartments over duplex units, provide passive surveillance to the amenity space of the linear park. The taller central districts comprise of apartment and apartment over duplex buildings arranged in perimeter blocks with shared spaces between.

Residential development is envisaged in the second phase of development of the subject lands with the first phase, adjacent to the existing SIAC HQ on Monastery Road, providing predominately commercial and health facilities ahead of the formation of a new residential community.

Non-Residential Development

Non-residential development may include the health-care and primary care-facilities that comprise Phase One of the proposed development, creating a new street edge to Monastery Road. Further non-residential development within the overall regeneration of the lands will include local level retailing to ground floor of a number of the taller apartment blocks in the central district. These will be complemented by further office/employment uses to expand on current land-uses and also the potential provision of a community/sports-gym facility.



▲ Indicative Framework Diagram

- Residential Use
- Non Residential Use

2.7 BUILT FORM: SPACE and ENCLOSURE

The generation and sequence of spaces off the linear park gives rise to key frontages to the public areas and allows the generation of distinct character areas within the subject lands.

These spaces will feature high quality design responses in both the surface treatments and finish of such spaces and also in the enclosure formed by the built edges.

This development brief will give guidance on the creation of these spaces.

2.8 BUILT FORM: URBAN DESIGN PRINCIPLES

The next section outlines the overall urban design and architectural response arising from the considerations of the development brief so far. This diagram indicates the key urban design principles arrived at in Section 2.

2.9 CHARACTER AREAS and PHASING

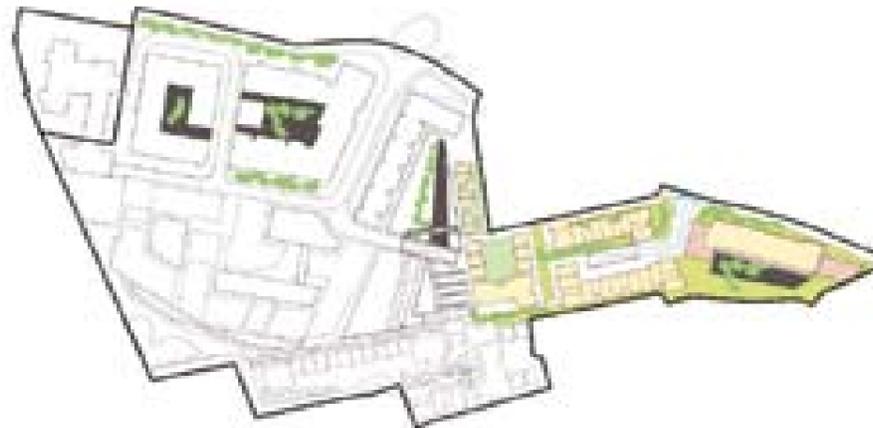
The next section also outlines character area of the four quarters and sets out an indicative phasing sequence of development for the individual quarters.



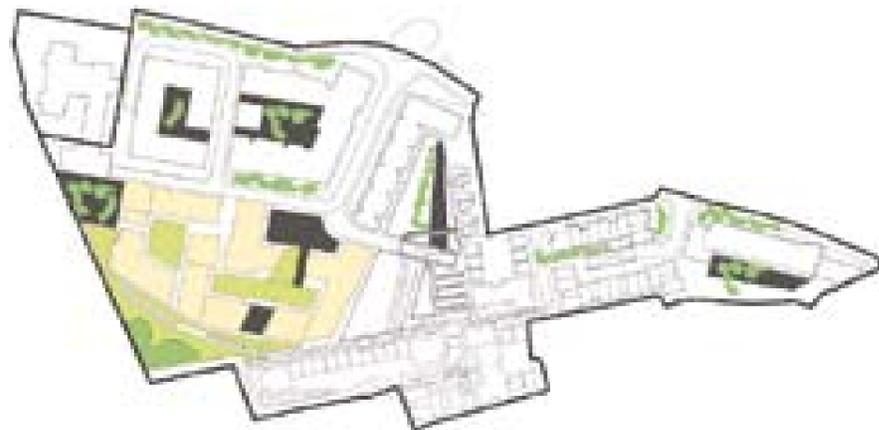
3
MASTERPLAN CHARACTER
AREAS and
INDICATIVE PHASING



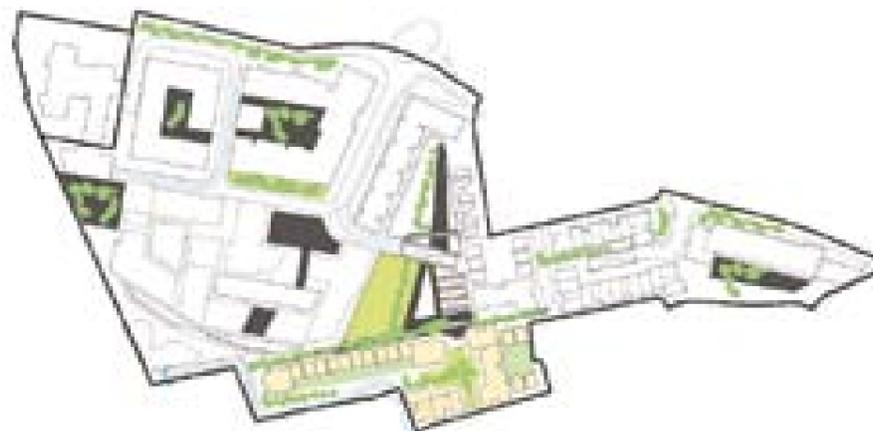
▲ PHASE ONE: Commercial Quarter



▲ PHASE TWO: Eastern Quarter



▲ PHASE THREE: Western Quarter



▲ PHASE FOUR: Central Quarter

▲ Phasing Diagram for Subject Lands

3.1 INDICATIVE DEVELOPMENT PHASING

The development brief seeks to provide a new mixed use development in line with SLO#45 of the South Dublin County Development Plan. This development brief outlines a mixed-use development of four character areas linked by the Knockmeenagh Lane linear park and secondary public spaces. The four character areas roughly correspond to the proposed phasing of the new development and can be summarised as follows:

PHASE ONE: Commercial Quarter

This proposed first phase of redevelopment addresses and continues the established employment use along Monastery Road, conforming to existing height and scale of this key frontage. The dominant uses in Phase I are envisaged as commercial or health, providing amenities of benefit to the emergent and existing communities. Some residential development is also provided, integrating with future development phases.

PHASE TWO: Eastern Quarter

This proposed second phase of redevelopment continues the development of key frontage to Monastery Road, providing residential to the eastern extents of the subject lands. This phase is dominated by the development of the Knockmeenagh Lane linear park, with new residential developments providing passive overlooking and supervision of this new public recreational amenity.

PHASE THREE: Western Quarter

This proposed third phase of redevelopment provides residential development within the excavated quarry. Residential development is on a podium over car-parking, reducing the depth of the excavation to provide a better quality environment. It is envisaged that the principles for this phase of development will allow a flexibility to respond to the N7 Corridor Study at detailed design stage.

PHASE FOUR: Central Quarter

This proposed final phase of redevelopment provides residential development within the deepest excavation of the quarry south of the existing high capacity roundabout access to the subject land. It will also contain the main civic space branching off the linear park. It is envisaged that the principles for this phase of development will allow a flexibility to respond to the N7 corridor study at detailed design stage.



▲ General Organisation



▲ Health Care Facility



▲ Buildings sit around a courtyard



▲ Sketch Elevation indicating Heights along Key Frontage to Monastery Road

3.2 PHASE ONE: COMMERCIAL QUARTER

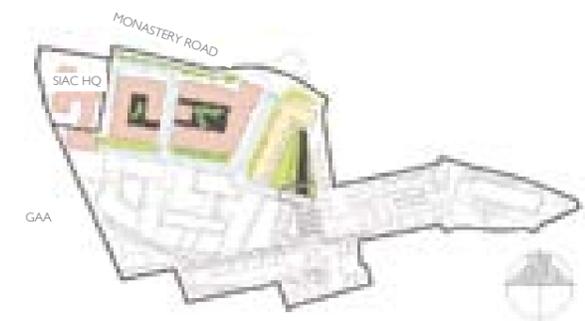
Located north of the old quarry, east of the SIAC headquarters building: this area is envisaged as an extension of the commercial office use to address the key frontage to Monastery Road and a location at 'true' ground level ie. outside of the quarry excavation. It is a key location, allowing the redeveloped site a presence on Monastery Road ideally suited to health-care and medical uses. This amenity will benefit not just the new community within the subject lands but the wider residential communities. As such it will integrate the various residential areas and become a focus for the surrounding community and the new community

Features

- Close to the mature settlement of Clondalkin
- Within 10 minute walking distance of the Luas Red Cow station.
- Adjacent to the upgraded Red Cow Interchange.

Design Principles

- Integrated into a new mixed use vibrant community, with employment, retail, leisure facilities
- Southerly aspect and views of the mountains
- Series of buildings organised around hard and soft landscaped areas that will connect to the linear park to the south of the site.



▲ Phasing/ Location of Development Quarter



▲ Indicative General Layout of Character Area



▲ Sketch Section through Residential Area Indicating Heights and Enclosure



▲ Housing overlooking linear Park



▲ Buildings edging linear park

3.3 PHASE TWO: EASTERN QUARTER

The development parcel comprising the eastern quarter will be dominated by the newly generated linear park running alongside and including the eastern extents of Knockmeenagh Lane. The residential developments will form the supervising edge to this new vehicle free public recreational amenity that is the main generator of the redevelopment form. This residential quarter will comprise mainly of family housing along the linear park.

Urban Design Principles

1. Family Accommodation to be provided:
 - as wide-fronted walk-up apartments over duplex;
 - as duplexes over duplexes;
 - at ground floor level in the form of duplex and / or simplex in apartment blocks;
 - as roof level elements

It is to be located:

- adjacent to Linear and Local Parks with dedicated private open space in the form of garden, deck or terrace
2. Building form to respond to the solar orientation e.g. set backs at roof level where appropriate
 3. Perimeter blocks to have adequate separation to ensure privacy and sunlight to the floor of the 'garden' space
 4. Heights generally increase towards the centre of the site and act as articulation at corners.



▲ Phasing/ Location of Development Quarter



▲ Indicative General Layout of Character Area



▲ Different levels create different spaces and activities



▲ Sketch Section through courtyard indicating Heights and Enclosure

3.4 PHASE THREE: Western Quarter

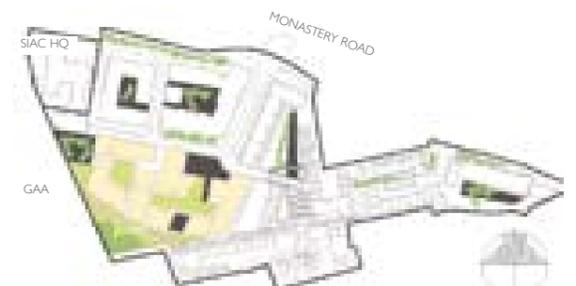
Located mainly within the deepest excavation of the old quarry, south of the existing SIAC headquarters, this area is envisaged as predominantly residential development with residential blocks containing a variety of dwelling types arranged around shared courtyard spaces. The linear park branches into a larger public open space at the south west extremity of the subject lands. With the quarry excavation reduced through the use of two levels of basement car-parking, the difference between the new ground level of redevelopment and the existing planting at ground level in the south-west corner of the site allows the public space to contain terraces in which sections of the quarry wall can be revealed as landscape features.

Urban Design Principles

1. Family Accommodation to be provided:
 - as wide-fronted apartments over duplex;
 - as duplexes over duplexes;
 - at ground floor level in the form of duplex and / or simplex in apartment blocks;
 - as roof level elements

It is to be located:

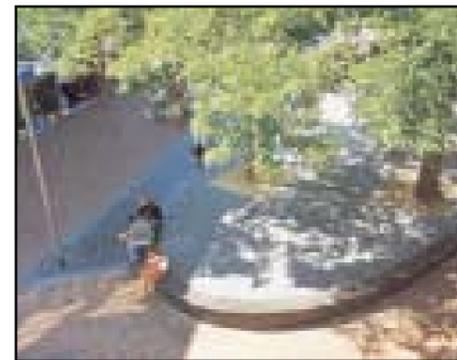
- Adjacent to Linear and Local Parks with children's play facilities with dedicated private open space in the form of garden, deck or terrace
2. Building form to respond to the solar orientation e.g. set backs at roof level where appropriate
 3. Perimeter blocks to have adequate separation to ensure privacy and sunlight to the floor of the 'garden' space
 4. Heights generally increase towards the centre of the site where the quarry is deepest and screening is provided by the development along Monastery Road and act as articulation at corners



▲ Phasing/ Location of Development Quarter



▲ Indicative General Layout of Character Area



▲ Development Arranged around a Sequence of Pedestrian Streets, Private Courtyards and Public Spaces



▲ Sketch Section Indicating Heights and Enclosure

4.5 PHASE FOUR: Central Quarter

Located within the deep excavation of the old quarry, south of the existing high capacity roundabout access to the subject lands, this area accommodates vehicular movement to the two basement levels filling in the quarry floor. It will contain the largest public space branching off the linear park and this space is envisaged as the central civic space to the new neighbourhood and the main node for the connection with existing communities.

This space will be supervised by apartment and apartment over duplex blocks, with local retailing at ground floor level to take advantage of the central location. There is potential for the development of a sports or community facility to the first level of basement accommodation under the civic space allowing a feature landscape in which rooflighting for this facility is integrated into street furniture, etc.

Family housing in this quarter is to be centred around the area south of Knockmeenagh Lane.



▲ Phasing/ Location of Development Quarter



APPENDIX ONE
Planning Context



▲ NATIONAL SPATIAL STRATEGY

STRATEGIC ENVIRONMENTAL ASSESSMENT

The EU Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment provides that Strategic Environmental Assessment (SEA) is mandatory for Local Area Plans for areas with a population of 10,000 or more. Where the population involved is less than 10,000, the EU Directive requires screening of the Plan, in order to establish, if development resulting from policies and objectives of the Plan will cause significant environmental effects. Neither situation is applicable to the current Development Brief. It is submitted that the policies and objectives contained within the Development Brief and the resultant development is unlikely to give rise to significant effects on the environment. Therefore an SEA would not be required.

STRATEGIC PLANNING FRAMEWORK

Local/ County Contexts:

The South Dublin County Council County Development Plan 2004-2010 is the principal statutory planning apparatus in the County and assigns the site a zoning objective 'A'; "To protect and improve residential amenities." SLO#45 of the Development Plan states that, "the site to be subject to a site development brief to be agreed with Members prior to any development taking place."

National Contexts:

The redevelopment of the subject lands also takes into account various national strategic planning instruments that give guidance on different forms of development and their integration into the transport and services infrastructure. Section 2.3 of this document deals exclusively with public transportation but an overview of some of the other relevant planning instruments is provided here.

The rezoning of the lands within the current Development Plan reflects wider National Planning Strategies encouraging the redevelopment of former industrial brownfield sites and their redevelopment at higher densities where appropriate transport and social infrastructure exists. This is in keeping with:

NATIONAL SPATIAL STRATEGY

The National Spatial Strategy (NSS) is the national planning framework designed to co-ordinate future development and planning in Ireland in a sustainable manner. It recognises the critical importance of Dublin as a national and international economic driver and promotes the continued growth and development of the Greater Dublin Area. In order to promote sustainable development it is essential to consolidate the physical growth of the city. This act of consolidation should be supported by effective land use policies for the urban area, which in turn allow for the public transport system to function more effectively.

REGIONAL PLANNING GUIDELINES FOR THE GREATER DUBLIN AREA

The Regional Planning Guidelines (RPG) for the Greater Dublin Area is the overall land-use planning strategy for the Greater Dublin Area. The strategy for the Metropolitan Area is to follow a development path that will:

- Consolidate development within the area.
- Increase overall densities of development, and thereby facilitate the provision of a considerably enhanced public transport system and facilitate and encourage a shift to public transport.



▲ National Transport Framework

1.5 SOUTH DUBLIN COUNTY
DEVELOPMENT PLAN 2004 - 2010

Overall Strategy (Section 1.4.1)

The overall strategy of the South Dublin County Development Plan is to provide for an enhanced quality of life for all in the county by:

- Promoting the growth of enterprise and employment opportunities
- Promoting and providing high quality residential environments
- Protecting and improving the quality of the built and natural environments
- Ensuring the provision of necessary infrastructural and community facilities.

General Policy: Town, District and Local Centres

To develop a hierarchy of high quality, vibrant urban centres; and to enhance and develop the urban fabric of existing and developing centres in accordance with the principles of urban design and sustainable development.

Policy EE1 (Section 2.3.1)

It is the policy of the Council to facilitate economic development and the growth of employment in the county through support for the implementation of the objectives outlined in the South Dublin County Development Board Strategy 2002-2012 in promoting economic, social and cultural development and in assisting the provision of employment opportunities for all.

Residential / Housing Policies

Housing Aims (Section 3.0)

The Development Plans general housing aim seeks:

To protect and improve residential amenity in existing housing areas, to ensure the provision of high quality new residential environments with good layout and design, with adequate public transport links and within walking distance of community facilities; to provide an appropriate mix of house sizes, types and tenures in order to meet different household needs; and to promote balanced communities.

Policy H2: Residential Density (Section 3.3.2)

It is the policy of the Council to encourage higher residential densities at suitable locations, particularly close to existing or proposed major public transport corridors and nodes, and in proximity to major centres of activity such as town and district centres.

Policy H7: Infill Housing Developments in Established Areas (Section 3.3.7)

It is the policy of the Council to facilitate the development of appropriate infill housing on suitable sites, particularly in established suburban areas of the county which are close to existing and planned public transport links.

Sustainable Placemaking Model

(Section 3.3.1 Policy H1)

The Sustainable Placemaking Model is based on the traditional urban town and village format, with a lively and interconnecting network of streets and spaces fronted by varied and interesting buildings and a mix of residential, commercial, public and community uses together with quieter, primarily residential areas, all in close proximity.

To achieve this outcome, the Sustainable Placemaking Model requires the application of five key principles to all new developments:

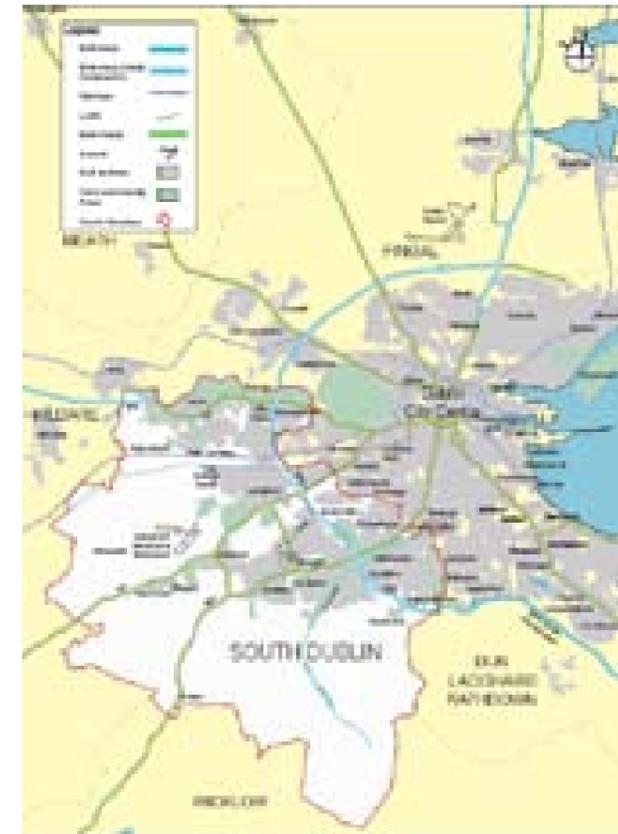
1. Intensification: An increased scale of development and over all activity at appropriate locations
2. Diversity: A greater mix of land uses and dwelling and tenure types.
3. Accessibility: Consideration of walking distance to public transport and local services
4. Design Quality: Properly designed buildings, places and spaces that are attractive, safe and secure.
5. Integration: Linking new and existing development to promote inclusion whilst safeguarding the amenities of existing buildings and uses

Development Plan Overall Design Considerations

- Development focused on a hierarchy of nodes with opportunities for a mix of activities and uses
- Greater local variety in residential density and dwelling type.
- Connectivity and permeability in layouts rather than enclosed and gated enclaves and developments that facilitate access by foot and bicycle to public transport facilities and local services
- Road layouts designed with integrated speed restraints and dedicated on-street car parking
- Integration of buildings and public spaces to ensure overlooking and passive supervision
- Smaller block sizes and perimeter buildings addressing and abutting streets rather than set back on their sites
- Greater variety in building heights
- Opportunities for landmark buildings at key nodes to promote urban legibility and a varied townscape
- Good modern architecture with a building language that is varied and forward looking rather than repetitive and retrospective
- A mix of dwelling types and sizes to cater for different housing needs.



▲ Existing cycle route



▲ Red Cow Luas Station

TRANSPORT 21

Superseding the 'Platform for Change' plan, this is a strategy for an integrated transport system for Dublin, to include seven new Luas projects, two Metro lines (including the proposed MetroWest which will connect Tallaght in West Dublin with Metro North near Dublin Airport), an underground station at St. Stephen's Green integrating all services and the Western Rail Corridor. It includes DART extensions in Dublin with electrification extended to Hazelhatch by 2015 and the extension of LUAS services by 2008.

Pedestrian Links and Public Rights of Way
(Policy SCR 25)

It is the policy of the Council to

- (a) preserve and enhance existing pedestrian links and public rights of way which contribute to general amenity and are not a source of anti-social behavior
- (b) create new pedestrian links and public rights of way linking amenities and facilities, particularly in new residential areas.

Transport

The general transportation policies and objectives within the South Dublin County Development Plan 2004 - 2010 envisage:

Increased residential densities along strategic public transport corridors to encourage greater usage of public transport

Policy T 20: Cycle and Walking

It is the policy of the Council to promote and facilitate the development of cycling and walking facilities in the county and to ensure that all developments facilitate access by foot and bicycle to public transport facilities and local services.

Policy T1: Transport

It is the policy of the Council in co-operation with the other agencies to promote and facilitate the implementation of the transportation strategy for the Dublin Region as set out in the Dublin Transportation Office Strategy 2000-2016: A Platform for Change'

Metro West

Metro West will link the towns of Tallaght, Clondalkin and Blanchardstown, provide a fast link to Dublin Airport via Metro North and will provide a fast commuter service to Dublin City Centre via Metro North and interchanges with Rail, Bus and Luas services. Metro West will greatly enhance the connectivity of the whole rail based public transport

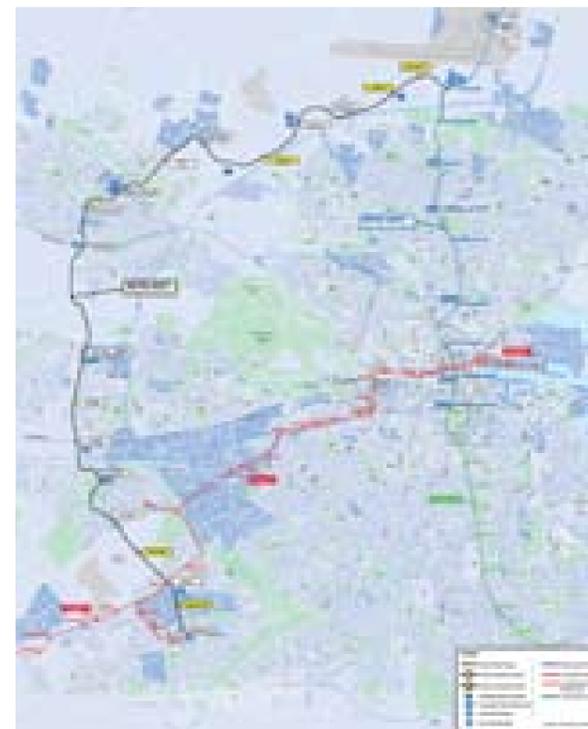
network, interchanging with the Luas Red Line, the Kildare and Maynooth suburban rail lines and with Metro North.

The route illustrated here is the Emerging Preferred Route Corridor for Metro West announced by the RPA in July 2007. Public consultation to define the exact location of the Metro West route, stops, Park & Ride facilities and depot is now ongoing.

Community Facilities and Recreation Policies

The South Dublin County Development Plans stated aim as regards community facilities is:

To promote social inclusion; to ensure the retention and provision of accessible community and recreational facilities including local neighbourhood centres, parks and open spaces; and to ensure that these facilities are adequate to meet the needs of the communities they serve, are physically integrated with residential and employment areas and are provided concurrently with new residential development.



▲ Proposed Metro West



▲ Proposed Metro West: Emerging Preferred Route Corridor



▲ Proposed New Cycle and Pedestrian Routes to City Centre and Red Cow Luas Station