Variation No. 3

South Dublin County Council

City Edge Strategic Urban Regeneration Framework 2026



SDCC Comhairle Contae Átha Cliath Theas South Dublin County Council

South Dublin 2022-2028 County Development Plan

Pursuant to Section 58(17) of the Planning and Development Act 2024 (as amended), South Dublin County Council, as the Planning Authority for the County, made Variation No. 3 to the South Dublin County Development Plan 2022–2028 on 12th of October 2026. The Variation takes effect immediately.

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1

INTRODUCTION AND BACKGROUND TO CITY EDGE PROJECT AND STRATEGIC OBJECTIVES



1.1 CITY EDGE PROJECT BACKGROUND

The **City Edge Project** is a transformative initiative to reimagine the Naas Road, Ballymount and Park West areas of Dublin as a new urban quarter providing up to 40,000 homes and 75,000 jobs. The City Edge lands straddle the South Dublin County Council (SDCC) and Dublin City Council (DCC) functional areas, and the project is a partnership between the two local authorities in a collaborative effort to deliver this large-scale regeneration scheme. At 700 hectares (ha), the scale of the project makes it unique in Ireland and one of the largest redevelopment opportunities in Europe.

The brownfield lands are located at the western edge of Dublin City, within the M50 and only 15 minutes from the City Centre, creating a unique opportunity for sustainable compact growth. The area as now envisaged has the potential to make a significant contribution to the delivery of much needed new homes and jobs, while also generating significant economic, climate and social benefits for the country. Based on the 10-minute city principle, a central aim of City Edge is to deliver a compact liveable quarter, whereby residents, workers and visitors can access essential daily needs locally by walking and cycling, and where longer trips are made on high quality public transport.



1.2 STATUS OF STRATEGIC URBAN REGENERATION FRAMEWORK (SURF)

This **Strategic Urban Regeneration Framework** (SURF) is the primary land use document for the part of the City Edge project area within the SDCC functional area. By Variation of the South Dublin County Development Plan 2022-2028, this SURF is an appendix to the aforementioned Plan and will comprise **a planning framework** for the purpose of Candidate UDZ (Urban Development Zone) designation (refer to Section 1.3 below) under the Planning and Development Act, 2024. It is the statutory document for the consideration of development proposals within the project area.

The SURF is informed in full by the previous non-statutory City Edge Strategic Framework (2022) prepared by SDCC and DCC. The non-statutory City Edge Strategic Framework (2022) sets out a high-level and long-term vision for the City Edge area and identifies critical infrastructure elements required to support development in the project area. This SURF seeks to transpose the long-term overarching strategy of the non-statutory City Edge Strategic Framework (2022) into planning guidance to guide the regeneration of the area in the short to medium term.

This SURF relates to the City Edge area within the administrative boundary of SDCC. It complements and is consistent with the South Dublin County Development Plan 2022-2028, reflecting the core strategy, principles, policies and objectives for the County and should be read in conjunction with the standards of same. For the avoidance of doubt, the objectives of the South Dublin County Development Plan 2022-2028 apply unless otherwise stated in the SURF. In the event of a conflict arising between an objective in the SURF and that of the South Dublin County Development Plan 2022-2028, the SURF objective shall take precedence, and a planning decision may be made on that basis.

The SURF is representative of the commitment of SDCC and City Edge project partner DCC to continue to implement the City Edge Strategic Framework (2022) and the overarching vision for the City Edge area.

1.3 URBAN DEVELOPMENT ZONE DESIGNATION

The Planning and Development Act, 2024 provides for several new plan-making mechanisms and designations including **Urban Development Zones** (UDZs). The Act provides the Minister and planning authorities with the ability to identify strategic lands for development that would be of significant economic, social and environmental benefit to the State and to designate them as candidate UDZs in the development plan, and to further designate them as Urban Development Zones, if appropriate and required. These areas will be a focus of public investment in key enabling infrastructure in order to ensure that the potential for development can be realised in a timely manner.

It is proposed to seek candidate UDZ designation for City Edge following the adoption of the Draft SURF, given its objective to deliver transport-oriented development and compact growth on brownfield land in a plan-led manner. This Strategic Urban Regeneration Framework will comprise the **planning framework** required for candidate UDZ status under the Planning Act. The process provides for the identification of '**critical lands**' which are lands identified in a planning framework as required for public infrastructure and facilities. The definition of '**public infrastructure and facilities**' in the Act is broad and includes public transport and active travel; green and blue infrastructure; social, community, cultural and recreational facilities; and utilities. (Refer also to Section 2.2).

At the time of writing, the relevant sections of the Act have not commenced and therefore candidate UDZ / UDZ status cannot currently be sought. In the interim, SDCC is proceeding to incorporate this SURF into the Development Plan as a proposed Variation, in order to expedite providing a statutory plan as a basis for the future planning of the area. When the relevant sections of the Act have commenced, SDCC will proceed to seek candidate UDZ status. Full UDZ status may subsequently be sought at the appropriate time.

Both SDCC and DCC Development Plans make reference to collaboration in relation to preparation of a statutory plan for the City Edge area. However, (Candidate) UDZ designation will be sought separately by SDCC for the City Edge area within its jurisdiction as the UDZ designation process is tied to a Development Plan proposed variation procedure, which is required to be carried out independently by a planning authority. Notwithstanding this, SDCC and DCC will continue to work in close partnership to implement the sustainable regeneration of City Edge in accordance with the overarching pathway set out in the City Edge Strategic Framework (2022).

1.4 LEGISLATION AND POLICY CONTEXT

The regeneration of City Edge is supported by national, regional and local plans, policies and guidelines. The legislative and policy context is detailed below along with recent changes and updates introduced since the publication of the City Edge Strategic Framework (2022).

1.4.1 LEGISLATION

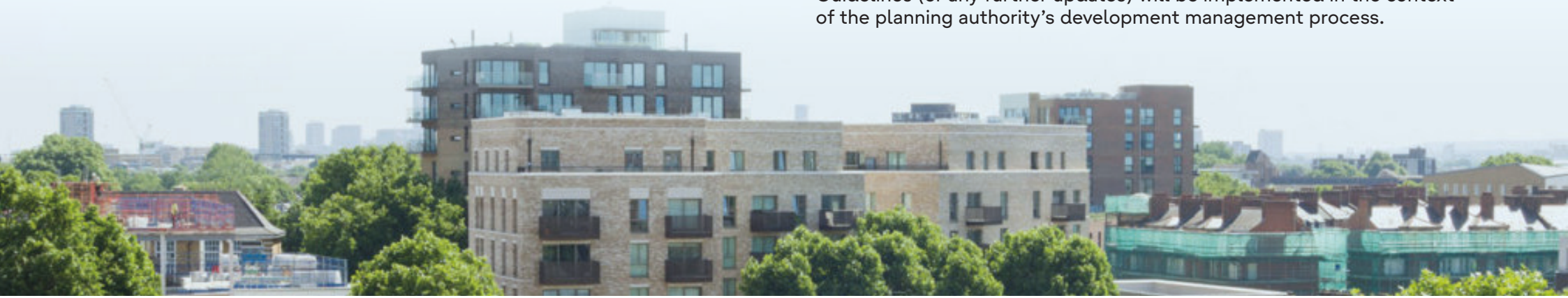
Planning and Development Act, 2024

The Planning and Development Act, 2024 was signed into law in October 2024. The Act consolidates and revises the law in relation to planning and development and repeals the previous Planning Acts. The new Act provides for several plan-making mechanisms and designations including Urban Development Zones (UDZs) which will provide local authorities with the ability to identify strategic lands for which development would be of significant economic, social and environmental benefit to the State. City Edge is an ideal candidate for UDZ designation, given its objective to deliver transport-oriented development and compact growth on brownfield land in a plan-led manner. As such, Candidate UDZ designation will be pursued (to be followed by UDZ designation if considered necessary and appropriate) following adoption of the proposed Variation to include the SURF as part of the County Development Plan and following commencement of the relevant sections of the Act pertaining to UDZs.

1.4.2 GUIDELINES

Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities (2025)

These Section 28 Ministerial Guidelines set out guidance, standards and policy requirements in relation to the design of apartment developments to take account of current Government policy and economic, social and environmental considerations. They update previous iterations of the Apartment Guidelines in the context of the Planning and Development Act, 2024, the Compact Settlement Guidelines (2024) (see below) and the revised National Planning Framework (2025). The requirements of the new Apartment Guidelines (or any further updates) will be implemented in the context of the planning authority's development management process.



Sustainable Residential Development and Compact Settlements - Guidelines for Planning Authorities, (January 2024)

These Section 28 Ministerial Guidelines set out policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements. They are accompanied by a companion non-statutory Design Manual that illustrates best practice examples of how the policies and objectives of the Guidelines can be applied. There is a renewed focus in the Guidelines on the renewal of existing settlements and on the interaction between residential density, housing standards and quality urban design and placemaking to support sustainable and compact growth. The principles that underpin the City Edge vision (eg. compact growth, focus on sustainable travel, integrated community infrastructure, etc.) are aligned with these Guidelines, and the recommended methodology for calculating density has been applied in the formulation of the layouts and capacities set out in this SURF.

1.4.3 NATIONAL, REGIONAL AND LOCAL PLANS AND POLICIES

National Planning Framework (and Urban Regeneration and Development Fund (URDF))

The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of the country to the year 2040. It was originally published in 2018 and has been reviewed to take account of updated ESRI population projections based on 2022 Census figures, and revised economic modelling and changes to Government policy. The revised NPF presents City Edge as a case study of large-scale brownfield regeneration. City Edge continues to align with the updated version of the NPF, seeking to deliver compact growth, significant blue and green infrastructure, and transport-oriented development.

The National Development Plan brought forward the Urban Regeneration and Development Fund (URDF) as a key tool to deliver the compact growth objectives of the NPF. This has proven to be an important and significant source of funding for the renewal and regeneration of cities and towns across Ireland. The URDF funding for City Edge part-funded the preparation of the City Edge Strategic Framework (2022).

Regional Spatial and Economic Strategy (RSES) and Metropolitan Area Strategic Plan (MASP)

The Eastern and Midland Regional Assembly (EMRA) Regional Spatial and Economic Strategy (RSES), 2019 provides the regional basis for the integration of land use and transport planning, informing the preparation and implementation of plans, programmes and projects at all levels. The RSES contains a Metropolitan Area Strategic Plan (MASP) for Dublin which sets out a 12-to-20-year strategic planning and investment framework for the Dublin metropolitan area. City Edge is identified as part of the MASP's Dublin South-West Strategic Development Corridor. The MASP highlights that City Edge comprises significant underutilised brownfield lands with potential for residential development and more intensive employment/mixed uses. The capacity of City Edge has been reviewed against the RSES and will continue to be assessed against any future updates of this document. Review of the RSES is due to commence following publication of the revised NPF.

South Dublin County Development Plan 2022-2028

Since the publication of the City Edge Strategic Framework (2022), the South Dublin County Development Plan for the period 2022-2028 has been adopted. The Development Plan Core Strategy contains Policy CS2 (below) which sets out the requirement for the preparation of a statutory plan for the City Edge Regeneration area.

CS2 Objective 1:

To prepare a Local Area Plan or other appropriate mechanism for the zoned Regeneration (REGEN) lands and other lands at Naas Road / Ballymount as defined by the City Edge Project boundary. The LAP or equivalent will commence in 2022 and provide a framework for the sequential and phased development of the lands, integrating sustainable transport, land use and blue and green infrastructure. The City Edge Strategic Framework will inform this Statutory Plan.

CS2 Objective 2:

To facilitate a coordinated approach and vision to any future sustainable development of the City Edge area in collaboration with Dublin City Council and all relevant stakeholders, including the local community and existing businesses having regard to their operational needs, and ensure that the needs of the existing and new community will be met, and the provision of necessary community and physical infrastructure is delivered in tandem with any new development.

This Strategic Urban Regeneration Framework (SURF) will comprise an appendix of the South Dublin County Development Plan 2022-2028, giving it a statutory basis and thus meeting the requirements of Development Plan policy CS2 Objective 1. The SURF also meets the requirements of Policy CS2 Objective 2 in that there is continued close collaboration with DCC and other stakeholders and the phasing strategy that forms part of this SURF seeks to ensure the delivery of infrastructure and facilities as development progresses.

In addition, most of the lands within City Edge are zoned **REGEN** with the objective: '**To facilitate enterprise and / or residential-led regeneration subject to a development framework or plan for the area incorporating phasing and infrastructure delivery**'.

The SURF satisfies the requirement of this zoning objective for a 'development framework or plan'.



1.5 PREVIOUS PLANS AND STUDIES

This SURF builds on, and is informed by, previous City Edge plans and studies as set out below, commencing with the most recent.

1.5.1 CITY EDGE STRATEGIC FRAMEWORK (2022 – NON-STATUTORY FRAMEWORK)

The City Edge Strategic Framework (2022) is a non-statutory document, published in August 2022, which comprises the current planning strategy for City Edge. An international urban design and urban planning team, led by Maccreanor Lavington Architects and Urbanists, was selected to undertake a detailed study of the area and to work with SDCC and DCC to define an aspirational vision for how this part of Dublin City can develop over the coming decades. This culminated in the City Edge Strategic Framework (2022) which sets out a high-level vision and delivery strategy for how the regeneration of City Edge can support the delivery of new homes and amenities to cater for the various needs of a growing population. The vision and objectives together envisage a new sustainable urban quarter based on active travel and public transport with extensive green cover, a diverse and strong employment function and mixed and balanced residential communities that have a choice of housing types, tenures and sizes. This vision and the strategic objectives have been brought forward in this SURF and refined. Other objectives to implement specific infrastructure projects in the City Edge Strategic Framework (2022) have also been carried forward in this SURF.

The Framework was informed by a comprehensive Baseline Study (2021) and Emerging Preferred Scenario (2021), by the outcome of public consultation (see below), and by a number of supporting studies including environmental screening reports, and studies on housing, transport, economy, climate action, Seveso constraints and surface water management.

City Edge Strategic Framework (2022) - Vision



It also contains 24 Priority Actions setting out policy and infrastructure elements required to deliver the level of opportunity offered by City Edge and to ensure a coordinated approach to regeneration within the area. The first of these actions is the preparation of Variations to the South Dublin County and Dublin City Development Plans to give a statutory footing to the future planning of the City Edge regeneration area. In the case of SDCC, that action is being realised by the preparation of this SURF.

City Edge Strategic Framework (2022) Summary of Strategic Objectives



1.5.2 PUBLIC ENGAGEMENT

Comprehensive public consultation was carried out during Autumn 2021 on the Baseline Study, Emerging Preferred Scenario and accompanying environmental screening reports. This was in the context of Covid restrictions, which demanded creative online solutions including a conference and online Q & A sessions, to achieve engagement. See Information Hub - The City Edge Project to view videos of the live events and media coverage.

106 submissions were received during the public consultation period from residents, business owners, landowners and other interested groups and bodies, and a Chief Executive's Report was prepared summarising and responding to the issues raised. The public engagement informed the subsequent preparation of the City Edge Strategic Framework (2022).

Public engagement has continued with briefings for IBEC and South Dublin Chamber of Commerce in November 2022; website updates (www.cityedge.ie) and social media posts with the latest news; ongoing engagement with stakeholders; and participation in academic research projects on suburban regeneration; planning for housing and healthcare; and data ecosystems.

1.5.3 NAAS ROAD DEVELOPMENT FRAMEWORK (2010)

The Naas Road Development Framework was a non-statutory plan for the area extending from Newlands Cross eastwards towards the DCC Boundary near the Kylemore Luas Stop. The Development Framework was prepared in accordance with the requirement of Local Zoning Objective (LZO) 5 of the South Dublin County Development Plan, 2004-2010. The LZO sought to facilitate appropriate high-quality mixed-use development (including offices and residential development) for the purpose of upgrading the area as a major gateway corridor into the City.

The key elements of the Development Framework were the maintenance of the existing Green Belt between Clondalkin and Tallaght; the consolidation of most new development east of the M50, with mixed uses focused around the existing Red Cow Luas stop, a proposed new Luas stop between Red Cow and Kylemore as well as the creation of a new 'green corridor' and new road links east of the M50. A central element of the scheme was a change to the character of the Naas Road, especially from the existing Nangor Road/Long Mile Road junction in a city bound direction. In many ways, the Naas Road Development Framework set the scene for subsequent plans for the area, culminating in the current City Edge Strategic Urban Regeneration Framework (SURF).

1.6 ADDITIONAL RESEARCH AND ANALYSIS FOR THE SURF

This **Strategic Urban Regeneration Framework** (SURF) sets out a planning strategy for the SDCC part of City Edge, building on the high-level vision and delivery strategy contained in the City Edge Strategic Framework (2022) to provide more detailed guidance for the future planning of the area. Within this SURF, **Priority Development Areas** (PDAs) are identified where development will be focused in the short to medium term. This recognises that because of the large extent of the area and the long timeframe for regeneration, development needs to be initially channelled into areas which are well-served by existing and planned public transport, open space and other amenities.

1.6.1 SURF BACKGROUND STUDIES

A number of background studies were undertaken in order to inform the SURF while also contributing to the delivery of the City Edge Strategic Framework (2022) vision, as set out below:

1.6.1.1 Strategic Framework – Further Analysis

Both SDCC and DCC adopted new Development Plans in 2022, subsequent to the publication of the City Edge Strategic Framework (2022). A **policy review** was carried out examining alignment between the new SDCC and DCC Development Plan policies and the City Edge Strategic Framework (2022) and identifying gaps.

Additional **baseline analysis** was carried out by Macreanor Lavington in conjunction with SDCC and DCC, building on the initial analysis undertaken for the City Edge Strategic Framework (2022) and focussing on the themes of overall constraints, education and heritage.

The **supplementary analysis and guidance** focused on identifying Priority Development Areas (PDAs) and refining the non-statutory City Edge Strategic Framework (2022) under the themes of Movement, Natural Infrastructure, Spatial Configuration, Economy, Land Use and Layout, and Community and Cultural Infrastructure. Such Analysis has been used to inform the policies, objectives and urban design layouts contained in the SURF.



1.6.1.2 Environmental Reports

Environmental reports have been prepared in accordance with legislative requirements including **Strategic Environmental Assessment** (SEA) Screening/Scoping report, **Appropriate Assessment** Screening report followed by a full SEA Report and Natura Impact Report. A **Strategic Flood Risk Assessment** (SFRA) has also been prepared.

1.6.1.3 Seveso Risk Analysis Study

COMAH (Control of Major Accident Hazards) sites, or Seveso sites are defined as industrial sites that, because of the presence of dangerous substances in sufficient quantities, are regulated under EU Directive. There are four such sites within the City Edge area, three of which are within the SDCC functional area.

Arising from Priority Action 16 of the City Edge Strategic Framework (2022), specialist consultants were engaged to carry out risk contour mapping and interpretation to guide land use planning including appropriate uses and intensities of development in the vicinity of COMAH sites. Proposed layouts for the PDAs and the City Edge area as a whole, have been informed by the Seveso study. The risk assessment was based on the methodology outlined in the Health and Safety Authority's Guidance on Technical Land Use Planning Advice (TLUP), 2023 (since updated in 2025) and the HSA were consulted during the process.

The Seveso study concluded that:

> *'based on the methodology set out in the TLUP guidance..... the levels of major accident risk were found to be in accordance with the HSA's criteria, both for Individual Risk and for Societal Risk'.* The study continues *'notwithstanding the above, any planning applications for developments within the PDAs will need to be considered on their merits on a case-by-case basis....[and] will need to be assessed by the HSA to ensure that the specific development meets the risk-based criteria. It is considered that the PDA layouts as proposed, or potential variations thereof that use a similar approach to land use, should not present a concern from a risk point of view'.*

The HSA have since undertaken their own risk contour mapping and there is ongoing engagement regarding the output and its implications for City Edge.

1.6.1.4 Energy Management and Provision Feasibility Study

Arising from Priority Action 15 of the City Edge Strategic Framework (2022), Codema (the energy agency for Dublin) was engaged to carry out an energy feasibility study for the City Edge area. The study includes a literature and policy review, baseline emissions model, analysis of future building and transport scenarios in City Edge to develop a zero carbon pathways model, and policy-based recommendations and conclusions.

1.6.1.5 Undergrounding High Voltage Overhead Lines Feasibility Study

The Land Development Agency (LDA) in conjunction with SDCC and DCC engaged consultants to undertake a feasibility study into the undergrounding of overhead high voltage lines within the City Edge area, as provided for under Priority Action 10 of the City Edge Strategic Framework (2022). This is with a view to releasing more developable land and for improved placemaking.

The Feasibility Study found that the best performing scenario involves tunnelling and trenching and has the potential to create over 32 ha developable land. Next steps include

- Preparation of feasibility study on capacity of Inchicore substation;
- Development of specifications and design guidance for tunnelling by Eirgrid;
- Investigation of consents needed;
- Investigation of potential synergies with other projects (e.g. Powering Up Dublin and Kildare / Dublin Grid Reinforcement Project);
- Detailed route and site selection;
- Geotechnical surveys and environmental assessments;
- Economic report (if required);
- Ensuring design of infrastructure will accommodate future upgrade and expansion.

1.6.1.6 Transport Modelling

City Edge wide transport modelling was undertaken in order to inform the Strategic Framework (2022). This was on the basis of full build-out of City Edge to the year 2070. Additional transport modelling was commissioned to inform this SURF, looking at transport in the medium term to 2042, and focused on the partial and full build-out of the identified PDAs. A number of scenarios were modelled including:

- Existing land use and transport schemes only;
- Committed transport schemes only (Bus Connects and DART+ SW);
- GDA Transport Strategy schemes (MetroLink, Luas Lucan, Luas extension to Poolbeg, Luas Finglas, Dart+ SW and DART+ Coastal, etc.);
- Orbital Luas;
- Kimmage Luas.

The modelling found that:

- The balance of land-use allocations in City Edge supported short-distance trips;
- Strong demand supports early investment in active travel infrastructure;
- An Orbital Luas Service and Luas to Kimmage are required in addition to other committed and GDA Transport Strategy schemes in order to accommodate the growth within City Edge and avoid public transport being over-capacity.

The NTA and TII were consulted during this study and the City Edge partners (SDCC and DCC) will continue to work with the NTA and TII to ensure that transport provision keeps up with growth. The implementation section reflects this with a phasing strategy linking development thresholds to public transport provision.

Relevant recommendations and conclusions from each of the above studies have been incorporated as policies and objectives within this SURF.



CITY EDGE PROJECT

2

CITY EDGE SURF STRATEGY



2.1 SURF VISION AND OVERARCHING STRATEGIC OBJECTIVES

The principles underpinning the Vision and Strategic Objectives of the City Edge Strategic Framework (2022) have been carried forward and refined in this SURF. The Vision for the City Edge SURF is set out below:

Vision

To transform the City Edge area into a connected, green and inclusive new mixed use urban quarter that inspires healthier living, closer community and a brighter more sustainable and climate resilient future.



In order to realise this vision and the future potential for City Edge, a number of **Overarching Strategic Objectives** will need to be achieved as set out below. The policies and objectives in each section of the SURF form a subset of the Overarching Strategic Objectives and have been crafted in a manner which will contribute significantly towards addressing climate change, reducing carbon emissions and promoting climate resilience.

Urban Development Zone:

Seek candidate UDZ designation with a view to full UDZ designation in recognition of the role of City Edge as a sustainable extension to Dublin City with the capacity to provide significant additional housing, employment and economic, climate and social benefits (subject to the relevant legislation being commenced).

Placemaking:

Create compact, attractive and sustainable mixed-use places with strong identities for people to live, work and visit, that encourage integration of existing and new residential and employment communities.

Sustainable Travel:

Promote and facilitate a transition to more sustainable modes of transport by promoting active travel measures, improved public transport and reducing a reliance on vehicular movements.

Natural Infrastructure:

Create an interlinked system of multi-functional blue-green spaces that provide for recreation, biodiversity, sustainable drainage and active travel.

Housing:

Promote a mix of unit tenures, types and sizes, offering housing choice and helping to create mixed and balanced communities.

Employment:

Facilitate employment in mixed use contexts along with intensification and diversification into emerging sectors while protecting the existing employment function of City Edge.

Community:

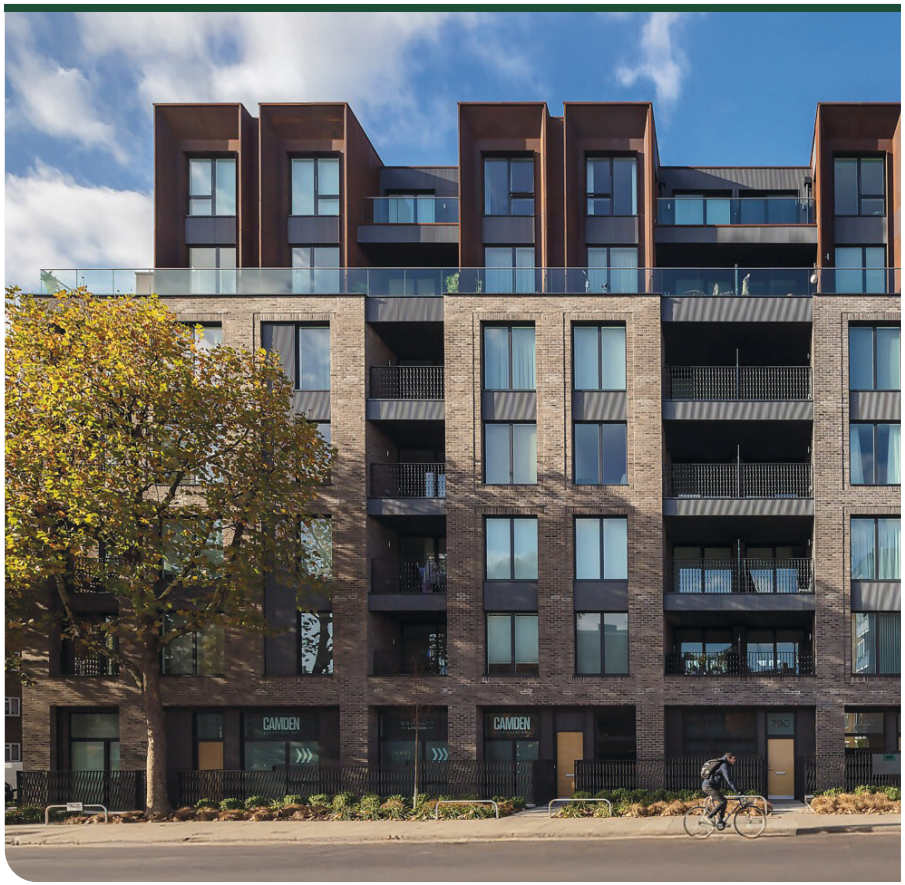
Ensure the provision of integrated community facilities in tandem with residential development including education, health, arts and culture.

Energy:

Promote pathways to zero carbon through supporting sustainable energy projects within City Edge including District Heating.

Climate:

To create a climate resilient new urban quarter based on active travel and public transport, compact settlements, multi-functional blue-green infrastructure and sustainable energy.



2.2 STRATEGIC INFRASTRUCTURE OBJECTIVES AND CRITICAL LAND

2.2.1 STRATEGIC INFRASTRUCTURE OBJECTIVES

The successful regeneration of the City Edge area depends on delivery of several pieces of strategic infrastructure including parks, public transport, local centres and utilities. This will require continued close collaboration with various agencies including project partners Dublin City Council (DCC), in addition to state agencies including Uisce Eireann, the Office of Public Works (OPW), the National Transport Authority, Transport Infrastructure Ireland, Iarnrod Eireann, ESB Networks, Eirgrid, Bord Gais and the Land Development Agency. Cooperation and coordination with these key stakeholders, many of whom are members of the City Edge Steering Group, will facilitate implementation of vital infrastructure and the strategic vision and policy alignment required to realise a project of this scale. Many of the strategic infrastructure objectives (see below) were Priority Actions of the City Edge Strategic Framework (2022) and they are now being carried through to the SURF.

2.2.2 CRITICAL LAND

It is the intention of South Dublin County Council (SDCC) to seek candidate UDZ designation (and potentially subsequent full UDZ designation) following commencement of the relevant part of the Planning and Development Act, 2024. As part of the designation process a planning authority must identify '**critical land**' in a planning framework (this SURF will comprise the planning framework) that is required for public infrastructure and facilities. '**Public infrastructure and facilities**' include a wide variety of elements including open spaces, recreational and community facilities, public transport facilities, blue and green infrastructure, schools and community facilities, public realm and landscaping, roads, car parking, drainage utilities and flood alleviation. Most of the strategic infrastructure objectives identified below fall into the category of 'public infrastructure and facilities' that will require the identification of 'critical land' to accommodate them. The map at Figure 1 identifies locations and corridors for strategic infrastructure.

POLICY SIO1: STRATEGIC INFRASTRUCTURE – GENERAL

To ensure the delivery of the necessary strategic infrastructure to support the regeneration of City Edge through:

- Continuing to work closely with infrastructure agencies including the National Transport Authority, Transport Infrastructure Ireland, Uisce Eireann, the Land Development Agency, ESB Networks and Eirgrid;
- Implementing the SURF phasing strategy whereby development does not progress beyond specified floor space thresholds until identified infrastructure elements are progressed;
- Seeking Candidate UDZ designation (when the relevant legislation commences);
- Seeking support via Government infrastructure funding streams;
- Requiring developers to contribute towards infrastructure provision in accordance with the requirements of the SURF, via the Council's Development Contribution scheme, as part of any future special contributions scheme, or via contributions in lieu of provision, where appropriate.

SIO2: ACTIVE TRAVEL AND PUBLIC TRANSPORT - GENERAL

To work closely with transport infrastructure agencies to deliver active travel and public transport schemes to support regeneration, in accordance with the SURF phasing strategy and in line with the principles of transport-oriented development and the 10-minute city.

SIO3: LOCAL CENTRES - GENERAL

To support the delivery of safe and attractive local centres that provide a focal point for communities, with active frontages and a variety of uses that support day and nighttime activities, in tandem with development and in accordance with the SURF phasing strategy.

SIO4: NATURAL INFRASTRUCTURE – GENERAL

To ensure the delivery of adequate blue-green infrastructure in tandem with development, and in accordance with the SURF phasing strategy to support recreation, placemaking, sustainable drainage, climate resilience, biodiversity and nature restoration within City Edge.

SIO5: UTILITIES – GENERAL

To collaborate with utilities and energy agencies and providers to ensure the provision of adequate and sustainable utilities and energy infrastructure to support the future development of City Edge.

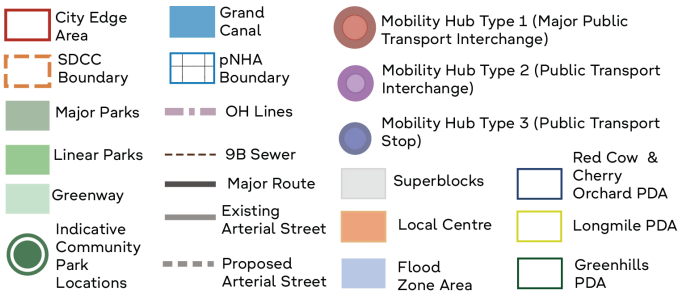




Figure 1: Critical Lands Map.

2.3 LAND USE STRATEGY

2.3.1 DEVELOPMENT PLAN ZONING

Most of the City Edge lands are zoned '**REGEN**' in the **South Dublin County Development Plan 2022-2028**, with the objective '**To facilitate enterprise and / or residential-led regeneration subject to a development framework or plan for the area incorporating phasing and infrastructure delivery**'. This is indicated by the pale blue colour on the extract from the land use zoning map. Lands at the western fringe of the City Edge area are zoned '**EE**' (purple colour), with the objective '**To provide for enterprise and employment related uses**'. A strip of land along the southern boundary of the Grand Canal (coloured green) is zoned '**OS**' with the objective '**to preserve and provide for open space and recreational amenities**'. The Canal and area along the southern bank is also designated a Proposed Natural Heritage Area (pNHA) (red hatching). All of the land uses proposed in the City Edge SURF land use strategy are consistent with Development Plan zoning.

The land use zoning map extract also indicates the following:

- the locations of the three Seveso sites within City Edge (SDCC area), denoted by the orange and black triangular symbol;
- 6-year roads proposals, denoted by the white squares; and
- a feature on the Sites and Monuments Record (flat cemetery), indicated by the blue dashed circle.

City Edge represents a major opportunity to regenerate brownfield lands close to Dubin City Centre to provide higher density residential and employment uses at scale that aligns with Government policies to pursue compact growth and support transport-oriented development. A high-level capacity analysis was undertaken to inform the City Edge Strategic Framework (2022) regarding the likely population and number of jobs that would be accommodated between now and the envisaged full build-out of the project area in 2070. This has been refined and envisages the following targets:

Population: 74,500-79,500* **Jobs:** 65,000-75,000*

* Figures for jobs and population are gross (and not net additional).
They therefore include any retained existing, replacement and new.

These figures apply across the entire City Edge area in both local authority jurisdictions.

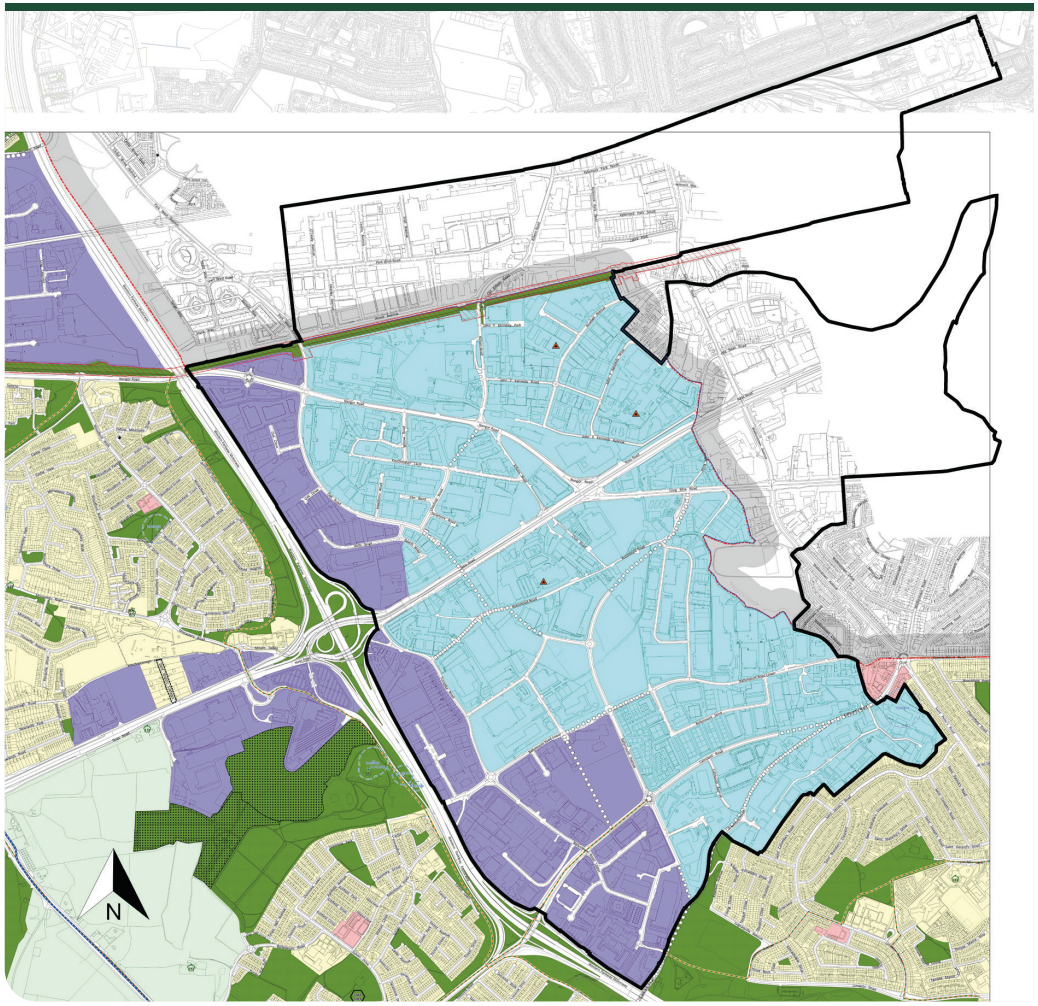


Figure 2: Extract from South Dublin County Development Plan Zoning Map showing the SDCC City Edge Area.

The existing land uses within City Edge comprise predominantly employment uses including industrial, warehousing and distribution with some retail warehousing and office and small pockets of residential.

The City Edge Strategic Framework (2022) land use strategy has also been brought forward to this SURF and reviewed. The resulting refined land use strategy is set out below and illustrated in the diagrammatic map at Figure 3.

2070

Up to **40,000** homes

Up to **80,000** residents

Up to **75,000** jobs

City Edge SURF Land Use Strategy

A network of blue and green natural infrastructure including major parks, community parks, greenways and green corridors.

A predominantly residential-led mixed-use environment, with the area evolving over time to facilitate higher intensity employment alongside residential and community infrastructure, whilst accommodating existing uses.

A series of local centres focused on public transport interchanges, with retail and commercial activity, employment including urban workspace, residential and community uses.

A concentration of industrial and employment uses continuing along the eastern side of the M50 with the potential for intensification.

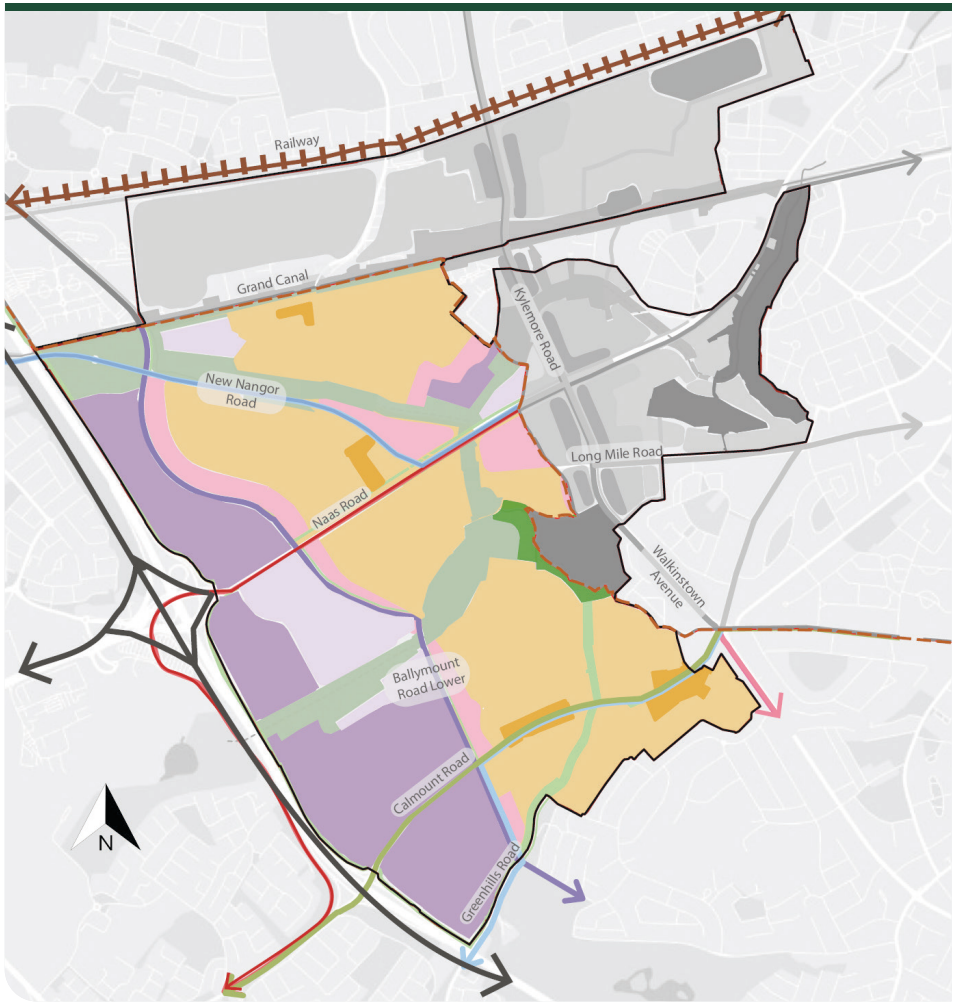


Figure 3: Proposed Principal Land Uses within City Edge.

2.3.2 KEY PRINCIPLES FOR LAND-USE

This SURF refines the high-level and long-term vision of the City Edge Strategic Framework (2022) and identifies PDAs, setting out guidance for how they will evolve in the short to medium term (to approximately 2042). The key principles of land use within the PDAs (and within City Edge generally) are set out below.

Key Principles for Land-Use

- To provide for new mixed use residential and employment communities, through sustainable higher density urban forms, served by high-quality public transport and active travel links with density increasing in accordance with public transport accessibility.
- To provide a multi-functional network of green infrastructure comprising major parks and community parks linked by greenways, green corridors, and Sustainable Urban Drainage Systems (SuDS) features, that will together provide for recreation and placemaking; biodiversity and space for nature; and active travel and sustainable drainage.
- To ensure a mix of land uses including residential, employment and community uses resulting in the creation of quality places for people to live in, work in and visit.
- To integrate new development with existing land-uses both within City Edge and in the surrounding area and to transition from predominantly low intensity industrial uses to higher intensity mixed uses in a manner which enhances existing and future amenity.
- To establish a series of viable and vibrant mixed-use local centres providing a range of local services and community uses.
- To encourage mixed uses at the level of the neighbourhood, block and building in order to provide active frontage and day and nighttime activity.
- To provide new residential communities with a range of housing types, sizes and tenure options, facilitating housing choice and creating mixed and balanced communities.
- To accommodate the retention, expansion and densification of existing employment uses while supporting diversification into new and emerging business sectors.

2.3.3 LAND-USE MIX CATEGORIES

The overarching land use mix and layout remains consistent with the City Edge Strategic Framework (2022), however it has been refined and modified where necessary to reflect the more detailed recent analysis plus constraints such as Seveso considerations, flood zones and overhead electricity line corridors. As previously stated, all proposed land uses within SDCC PDAs are consistent with the Development Plan land use zoning. The key element of land use within City Edge is that all categories are mixed use, with the use emphasis varying from category to category. Therefore, with residential-led mixed use, the emphasis will be on residential, with employment led mixed use, it will be on employment, etc.

The main proposed land use mix categories across the City Edge area are as follows:

SURF Land Use Mix Categories*

- **Major Centres+:** Areas with the highest concentration of employment uses and retail activity, with residential.
- **Local Centres:** Areas with concentrations of employment uses and retail activity, with residential.
- **Residential-Led Mixed Use:** Areas with predominantly residential development, mixed with employment uses.
- **Employment Led Mixed Use:** Areas with a greater focus on employment uses, including urban industry and urban workspaces, mixed with residential. Some scope for convenience retail.
- **Urban Industry Led:** Transitional areas where employment uses will consolidate and intensify over time into more urban forms. Limited scope for residential.
- **Industry:** Areas that provide for enterprise and employment uses that suit proximity to the national road network. Some scope for convenience retail. No scope for residential.

* Includes areas both within and outside the SURF PDAs.

+ As part of the wider City Edge area, Major Centres are proposed within the DCC area – there are no Major Centres within SDCC area.

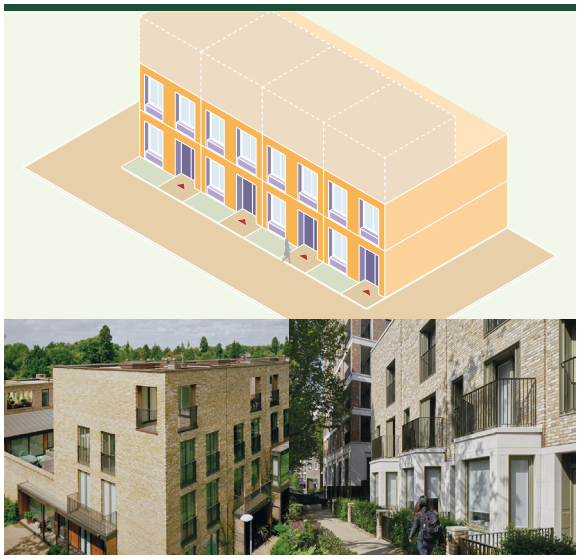
Examples of different types of uses and formats are as follows:



These uses may manifest in more than one land use mix category and may exist in multi-use buildings.

Examples of forms and typologies for different uses are set out below including:

- High, medium and low density residential
- Office, urban workspace and urban industry
- Retail, food & beverage and leisure
- Community centres and schools.



Low Density Residential

In areas where lower density residential is more appropriate, such as in close proximity to existing low-density housing, terraced housing typologies offer a compact yet low-rise urban form. These can be 2-4 storeys, with potential for upper floor setbacks and terraces. These homes will generally have individual ground floor access with a small defensible zone and private rear gardens. Terraces can also form part of an urban block with apartments, arranged around a communal courtyard.



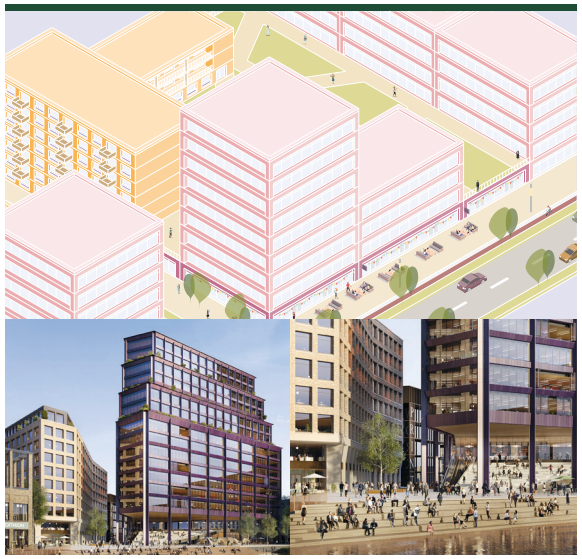
Mid Density Residential

A mid-rise townscape of 3-6 storeys will achieve a compact urban form that can maintain a domestic scale, whilst achieving mid density. Ground floor units may comprise two-storey own-door units with private rear gardens, with potential for further own door units or apartments above.



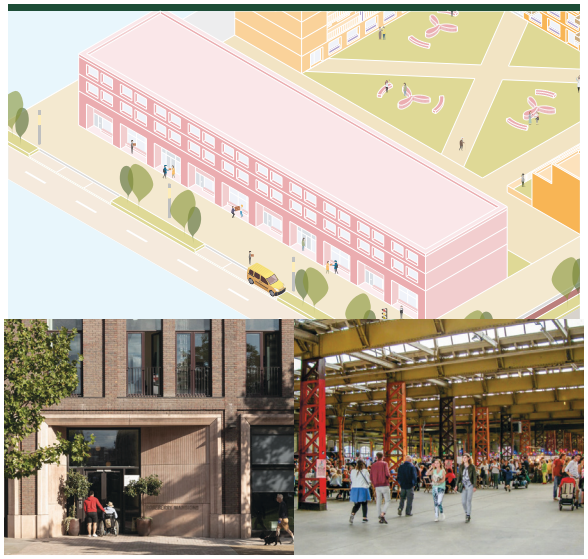
High Density Residential

In areas suitable for higher density residential development a range of typologies may be appropriate. One possibility is a typology with a central, internalised core, wrapped with apartments. These can vary in scale, with 2-8 units per level, and opportunity for corner units to be dual aspect. The footprint of these may be roughly square. They also provide the opportunity for a landmark building. At ground level of this typology or other mid to high density typologies, there is potential to provide commercial uses with active frontages.



Office

Offices bring high density employment, typically located in urban centres within a higher density context, creating an employment hub. The ground floor of office buildings can include commercial spaces, offering resources that serve the employment function but also the surrounding neighbourhoods. Office buildings should be located close to public transport links, should have an attractive setting such as green and blue infrastructure, open space and supporting place shaping elements such as community, social and cultural uses.



Urban Workspace

Urban workspaces are usually 2-3 storeys in height, provide mid-density employment, and feature a combination of small office spaces, co-working spaces, maker studios, and shared amenities such as kitchens and toilets. These buildings can be co-located with residential developments and can include opportunities to adapt existing buildings. They can also create potential to relocate existing businesses into buildings that are more urban-compatible, thereby creating a more diverse context for living and thriving. The design of urban workspaces emphasises flexibility, creativity, and a sense of community.



Urban Industry

Urban industrial buildings generally accommodate manufacturing, production, and high-value economic activities located within or close to mixed-use urban areas. Unlike traditional industry, it often emphasizes modern, flexible, and sustainable production, that integrates well in an urban environment. Urban industrial type uses may be accommodated in industrial areas as the latter densify over time.



Retail/F&B/Leisure

Retail / F&B / Leisure spaces are primarily situated on the ground floor, collectively forming local retail parades and parts of local centres to meet the needs of residents and the business community. They should include a variety of provision, including diverse food and beverage offerings, a range of leisure uses, and a mix of retail, all optimising their active frontage. Mixed sized units will create a more dynamic street scene.



Community Centre

Community centres can vary in role, function and size. They may accommodate community resources such as a community hall, meeting space or childcare facilities etc. These will primarily be situated on the ground floor, often co-located with other complementary uses and can add to the active frontage of local centres.



School

Compact urban schools can form part of urban blocks, sitting alongside other uses, and forming part of the street frontage and block definition. Stacking classrooms and indoor/outdoor play areas allows for a smaller building footprint, whilst still accommodating the school's needs. Schools should be located in close proximity to open spaces that can be utilised both by the school and by other people outside school hours and should have good active travel links and access to public transport.

2.4 PRIORITY DEVELOPMENT AREAS - GENERAL

This section provides guidance for development within PDAs in a general sense. More specific guidance for each PDA is provided in Sections 3 and 4.

2.4.1 PURPOSE OF PRIORITY DEVELOPMENT AREAS

City Edge is an extensive area with a long timeframe for regeneration. The City Edge Strategic Framework (2022) identified indicative **Early Development Areas** focused around public transport and other existing and future facilities and amenities such as open space. The Early Development Areas have been refined to become **Priority Development Areas** (PDAs) in this SURF. PDAs are a sequencing mechanism with integrated phasing of infrastructure, that will channel development into the most appropriate areas in the short to medium term. This strategy of focussing on particular areas which are expected to deliver early development in a coordinated way which supports transport-oriented development, is most likely to deliver transformational change, is the most efficient use of both public and private investment, and will help bridge the viability gap that will exist in the early stages of the regeneration of City Edge. Within this SURF, the policy is therefore to give preference to development within PDAs. Delivery of new infrastructure in the short to medium term will also be focused on PDAs in order to support regeneration.

Three PDAs have been identified within the City Edge SDCC area:

1. Red Cow & Cherry Orchard
2. Long Mile
3. Greenhills

The PDAs have been identified through consideration of a number of factors as set out below.

Factors Considered to Identify Priority Development Areas:

- Public transport accessibility, both existing and planned
- Proximity to existing and planned facilities including open space and community infrastructure
- Planning and development context (e.g. recent or imminent development including current planning permissions)
- Constraints such as Seveso sites, overhead high voltage lines, and flood risk.

2.4.2 EXTENT AND DEVELOPMENT POTENTIAL OF PRIORITY DEVELOPMENT AREAS

The 'City Edge areas' table indicates the area of each PDA along with the aggregate areas of PDAs. Within the SDCC area, PDAs make up 128 hectares (ha) (29%) of the total land area of City Edge within SDCC of 440ha. The 'PDA Summary Table' indicates that the SDCC PDAs are expected to deliver over 9,000 new homes generating a population of almost 25,000 people in addition to a potential for more than 12,000 jobs.

Table 1: City Edge Areas.

SDCC City Edge Areas	
Red Cow & Cherry Orchard PDA area	52 ha
Long Mile PDA area	23 ha
Greenhills PDA area	53 ha
Total PDA area	128 ha
Total area outside PDA's	312 ha
Total area City Edge SDCC	**440 ha**

Table 2: PDA Summary Table.

SDCC PDA summary table				
	Area	**Population +/-15%**	**Residential units* +/- 15%**	**Jobs* +/-15%**
Red Cow & Cherry Orchard PDA	52 ha	8,494	3,100	3,912
Long Mile PDA	23 ha	4,751	1,734	2,814*
Greenhills PDA	53 ha	11,645	4,250	5,364
SDCC Total	**128 ha**	**24,890**	**9,084**	**12,090**

Note:

1) * Jobs Ratio applied of 0.7 across PDAs with the exception of Long Mile PDA where a jobs ratio of 0.9 is applied.

2) While the identified PDAs have the capacity to deliver in excess of 9,084 units the development of these areas will be subject to monitoring of population and housing targets in accordance with the South Dublin County Development Plan Core Strategy and Policy CS3 which seeks to promote and facilitate housing and population growth in accordance with the overarching Core Strategy to meet the needs of current and future citizens of South Dublin County.

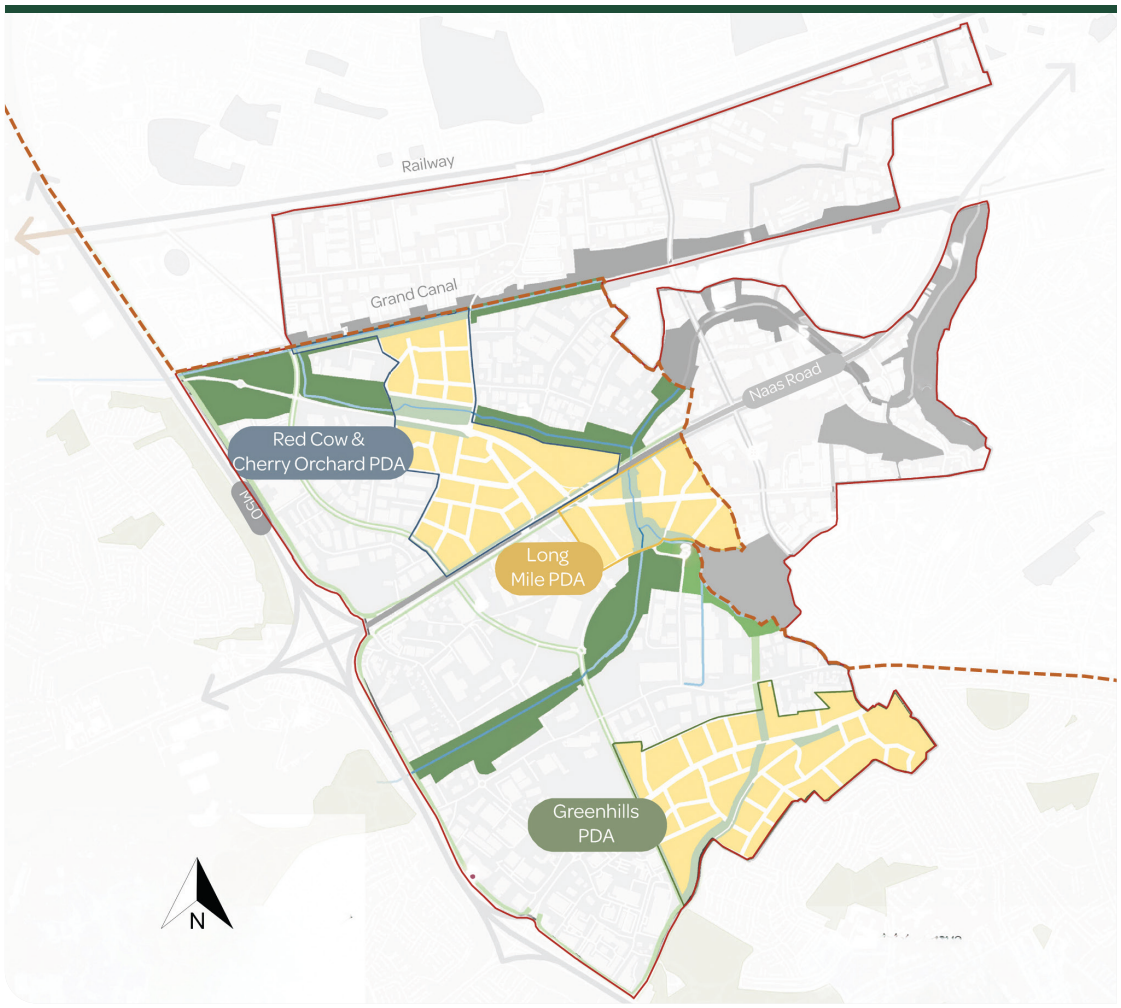


Figure 4: City Edge Priority Development Areas, with County/City boundary.

2.4.3 DEVELOPMENT PLAN ZONING AND CRITERIA FOR DEVELOPMENT

Section 12.9 of the Development Plan sets out criteria for development in Regeneration Zones; development within City Edge PDAs (and other areas of City Edge zoned Regen) will be required to satisfy these criteria. Almost all of the three PDAs are zoned REGEN '**to facilitate enterprise and / or residential-led regeneration subject to a development framework or plan for the area incorporating phasing and infrastructure delivery**' in the South Dublin County Development Plan 2022-2028. These are summarised below.

Criteria for Development in Regeneration Zones

- Demonstrate a clear transition towards a more urban form of development and a traditional street network
- Address connectivity and linkages
- Avoid piecemeal development
- Avoid residential development on the ground floor beside busy roads
- Measures to ensure acceptable environmental standards for existing industrial uses
- Improved pedestrian and cyclist access.

(Note: Refer to Section 12.9.1 of South Dublin County Development Plan for full text of above).

2.4.4 DEVELOPMENT OUTSIDE OF PDAS

Where development, in particular residential development, is proposed on sites outside of PDAs, it is required to be supported by the necessary additional social, community, utility and transport infrastructure in a manner capable of serving the needs of the new and existing resident/working population. There will therefore be additional requirements on the developer to provide these extra amenities and infrastructure. Large scale residential development will not generally be facilitated outside PDAs.

2.4.5 PRIORITY DEVELOPMENT AREAS – POLICIES AND OBJECTIVES

The policies and objectives below set the general principles for development within and outside of PDAs. Sections 3 and 4 of the SURF contain more detail regarding capacities and intensities within each individual PDA, including implementation and phasing.

Policy PDA1: New Development within a PDA

To give precedence to new development in City Edge locating within the identified PDAs, particularly higher intensity residential and employment development.

PDA1 Objective 1:

New development within PDAs will be considered in accordance with the indicative layouts, uses and development parameters set out for each PDA.

PDA1 Objective 2:

Flexibility will be applied to urban design parameters for interim / temporary developments that comprehensively demonstrate that they will facilitate the regeneration and achievement of urban design objectives of other / adjoining lands within the PDA.

Policy PDA2: Extension to Existing (Non-Residential) Premises within a PDA

Extensions to existing premises within PDAs will only be permitted where they are of an acceptable standard, subject to the criteria below.

PDA2 Objective 1:

Where extensions are substantial, they shall accommodate appropriate uses at ground floor level on mixed use frontages which may include offices, commercial, services, community facilities, recreational facilities, etc.

PDA2 Objective 2:

Design of extensions shall be visually appropriate in an urban setting with respect to height, massing, fenestration, materials and finishes.

PDA2 Objective 3:

Extensions shall not result in negative environmental impacts such as noise and air pollution or an unacceptable level of traffic movements.

PDA2 Objective 4:

Extensions to existing premises which result in a densification/ consolidation of uses and facilitate a mixed-use approach to the wider landholding within identified PDAs will be favourably considered.

Policy PDA3: Change of Use of Existing Premises within a PDA

Changes of use to existing premises will only be permitted where the proposed use is compatible with the land use category proposed in the relevant PDA, or to existing adjacent sensitive uses such as residential.

Policy PDA4: New Development outside a PDA

New development outside the PDAs will generally only be permitted where it is demonstrated that it would not result in piecemeal development, that adequate amenity will be provided, and that it would be compliant with the City Edge Strategic Urban Regeneration Framework (SURF) and relevant Development Plan policies.

PDA4 Objective 1:

Save for exceptional circumstances, significant new residential and high intensity employment uses outside PDAs will be considered premature.

PDA4 Objective 2:

Large residential developments outside of PDAs will be required to demonstrate that they provide adequate amenity, which may necessitate provision of additional facilities at the discretion of the local authority such as pedestrian and cycle links, mobility hubs, parks and open space and community facilities.

PDA4 Objective 3:

As part of any planning application for redevelopment outside a PDA, the developer shall demonstrate a rationale for the site selection of the proposed development in relation to existing, permitted and proposed development. In general, integration with adjoining development and/or the urban form of the established residential areas or centres will be required to prevent piecemeal or premature development.

Policy PDA5: Extension to and Change of Use of Existing Premises outside a PDA

Extensions to and changes of use of existing premises outside Priority Development Areas (PDAs) will generally be considered acceptable, subject to compliance with the City Edge SURF, appropriate environmental safeguards and compliance with Chapter 12 'Implementation' of the CDP.

PDA5 Objective 1:

Where extensions are large, or substantially increase the floor space, they will be considered under the criteria for New Development outside PDAs (Policy PDA4).

PDA5 Objective 2:

Extensions to existing premises which result in a consolidation of uses and facilitate a densification of employment uses within the wider landholding will be favourably considered.

2.4.6 LAND ASSEMBLY

The City Edge SURF will actively promote landowners to amalgamate landholdings with the aim of assembling more substantial sites within the wider PDA. The aim will be to ensure the comprehensive (not piecemeal) delivery of integrated schemes that allow for the sustainable, phased and managed development of larger areas of land within a Neighbourhood area.

Proposed developments on such amalgamated landholdings shall form one single planning application and shall provide for a phased development proposal for the overall lands. Such proposals shall clearly set out the agreement of all landowners within the PDA and how the overall proposal will facilitate the phased delivery of key physical and social infrastructure identified within the wider PDA area in tandem with development. Where such proposals come forward the Planning Authority will consider an uplift in plot ratio of up to 15% across the overall site.

Policy PDA6: Land Assembly

To actively promote and facilitate proposals for land assembly within the City Edge SURF PDAs.

PDA6 Objective 1:

To actively promote and facilitate land assembly where proposals comprise of land areas in excess of 30% of a neighbourhood within a Priority Development Area.

PDA6 Objective 2:

Proposals for land assembly shall include details in regard to phasing and clearly set out the phasing timelines for the overall lands linking new development with the provision of key social and physical infrastructure required as part of the overall Priority Development Area.

PDA6 Objective 3:

Where proposals involve multiple landowners, a signed legal agreement from all landowners shall be submitted as part of any planning application clearly setting out the intent of the land-owners to deliver the overall proposal in accordance with the phasing programme forming part of the planning application.

2.5 MOVEMENT

2.5.1 OVERARCHING STRATEGIC OBJECTIVES

Building on the Overarching and Strategic Objectives set out earlier in sections 2.1 and 2.2 the SURF promotes sustainable movement, the 10-minute city principle and compact growth, so that all future residents and workers will have access to essential daily services within a short walk or cycle and easy access to high-quality public transport. Whilst residents will still be able to avail of private transport through shared car schemes, in the ultimate build-out scenario it is proposed that all of City Edge will operate as a near car-free environment, except for people with mobility difficulties or disabilities, or for other identified mobility needs, such as emergency services and deliveries, etc. The movement framework set out below reflects these principles.

2.5.2 STREET NETWORK

A network of multi-modal streets across the study area was set out in the City Edge Strategic Framework (2022), and these have been further refined as part of design work for the Priority Development Areas identified in this SURF. The proposed City Edge street network is based on DMURS principles and includes arterial and link streets (see Figure 5 below). This street network picks up on new connections highlighted in the current Development Plan for SDCC and identifies opportunities for further connections to be made. It also shows connections to City Edge lands in DCC. Further detail and illustrative interpretation of the nature of these routes is provided within the guidance for individual PDAs. New streets outside the PDAs, such as the connection of Oak Road across Naas Road to the south, will require further detailed consideration to ensure a workable and attractive connection can be made. There is also a desire to change the character of the existing street network, particularly the Naas Road, to a boulevard type thoroughfare. These combined enhancements will have a profound and positive impact on placemaking and on the viability and connectivity of the PDAs and will be encouraged to come forward as early as possible as development progresses. The ongoing dialogue with the NTA and TII will be continued, and individual projects will be identified and brought forward in parallel with other improvements that are currently ongoing, such as BusConnects.

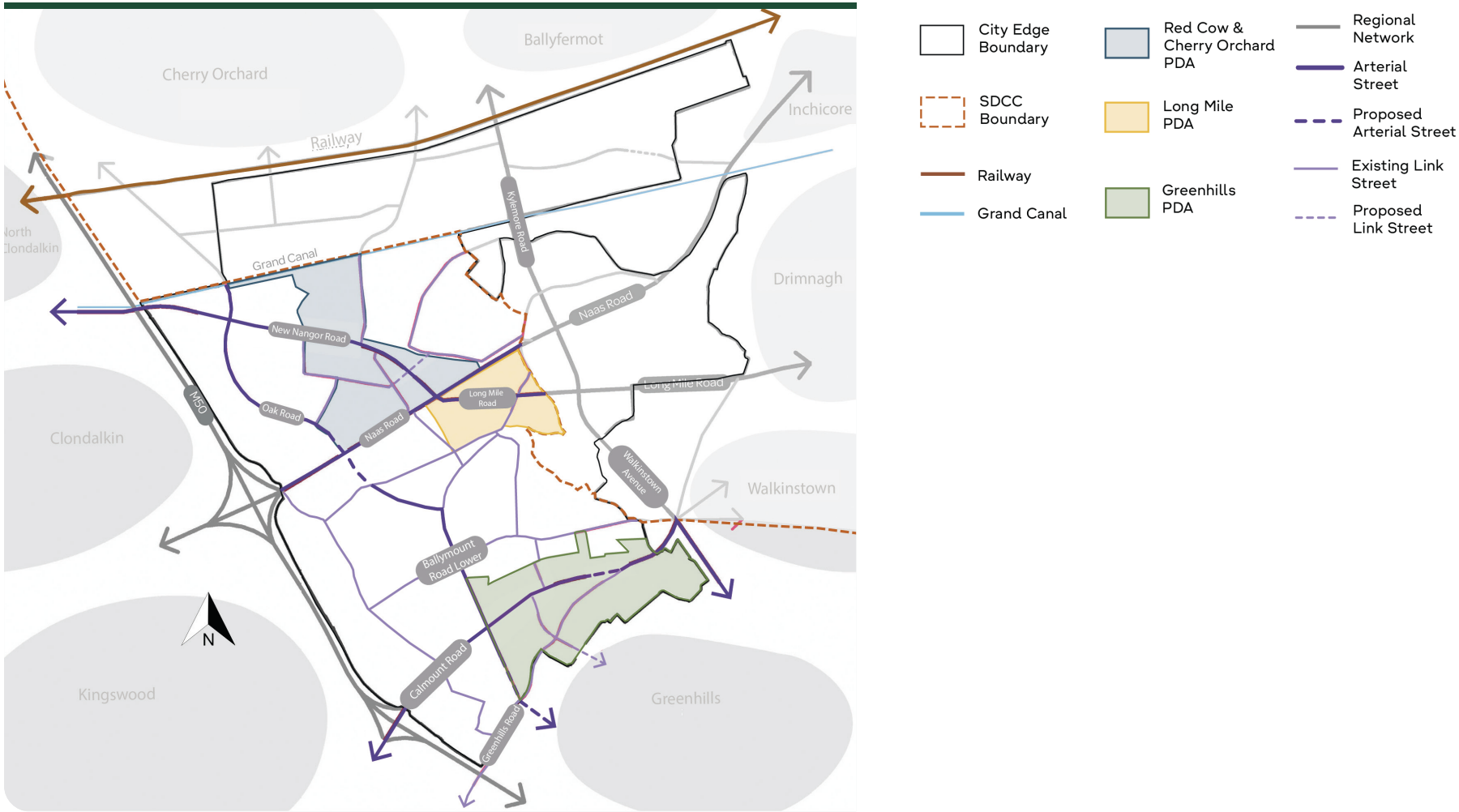


Figure 5: City Edge Street Hierarchy.

2.5.3 ACTIVE TRAVEL - PEDESTRIAN AND CYCLE MOVEMENT

A central aim of City Edge is to deliver a compact liveable city, whereby residents can access essential daily needs locally, without the use of a car. The delivery of walkable networks helps create vibrant and inclusive communities, improves the health and wellbeing of residents and contributes to the reduction of carbon emissions from transport. A range of measures will be implemented to increase the attractiveness of active travel and promote the 10-minute city principle in City Edge, as set out below.

- A permeable pedestrian and cycling network;
- A safe pedestrian and cycling environment with high quality facilities suitable for use by all;
- Easily accessible public transport;
- Connectivity between key destinations;
- The development of a network of mobility hubs;
- Mixed use development that creates opportunities to live close to employment and services.

Whilst some cycle routes already pass through the study area, most notably along the Grand Canal, there is much opportunity for the network of routes to be greatly expanded. The NTA has proposed a series of routes across City Edge, shown on Figure 6, and further routes are proposed in this SURF, principally along the proposed Tymon to Phoenix Greenway.

Policy MOV1: Active Travel

To create an active travel network throughout the City Edge area to facilitate walking and cycling.

MOV1 Objective 1:

To progress the delivery of a network of greenways and green corridors including the Tymon to Phoenix Greenway. Developers of sites in the vicinity of identified greenways and green corridors will be required to demonstrate how they intend to contribute towards their delivery.

MOV1 Objective 2:

To ensure that street design prioritises active travel including links to public transport nodes and mobility hubs.

MOV1 Objective 3:

To deliver a safe pedestrian and cycle bridge at the Naas Road/ Long Mile Road/Nangor Road Junction that introduces a landmark feature reflecting the gateway function of the location.

MOV1 Objective 4:

To engage with TII and the NTA regarding the future transformation of sections of the Naas Road into a boulevard style street.

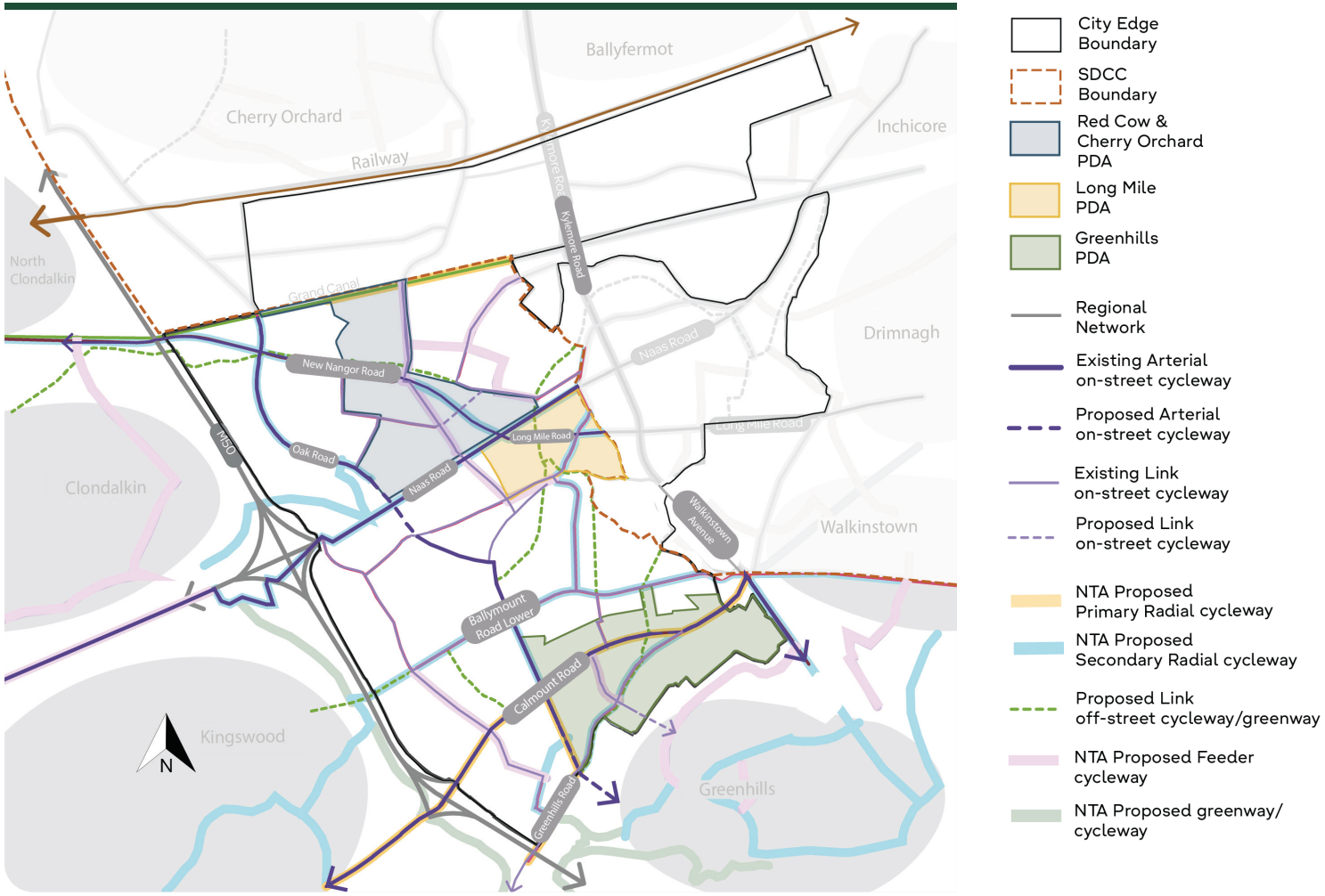


Figure 6: Cycle Route Mapping.

MOV1 Objective 5:

All proposed school sites shall be connected by direct, safe and universally accessible pedestrian and cycle routes linking surrounding residential areas, public transport, parks and community facilities. A Safe Routes to School Strategy shall be submitted as part of the first planning application relating to each school site, demonstrating compliance with Universal Design principles, active travel objectives and the delivery of the required infrastructure in tandem with, or in advance of, the occupation of the school and associated residential development.

2.5.4 PUBLIC TRANSPORT – EXISTING, PLANNED, PROPOSED

For Public Transport to reach its full potential within City Edge it will need to have sufficient capacity to meet expected passenger demand for services. This relies on the right amount of public transport investment being delivered to support regeneration. The transport modelling carried out to inform this SURF has allowed development to be phased in relation to delivery of public transport projects (see Section 4 Implementation). An overview of existing, planned and proposed public transport is provided in Figure 7.

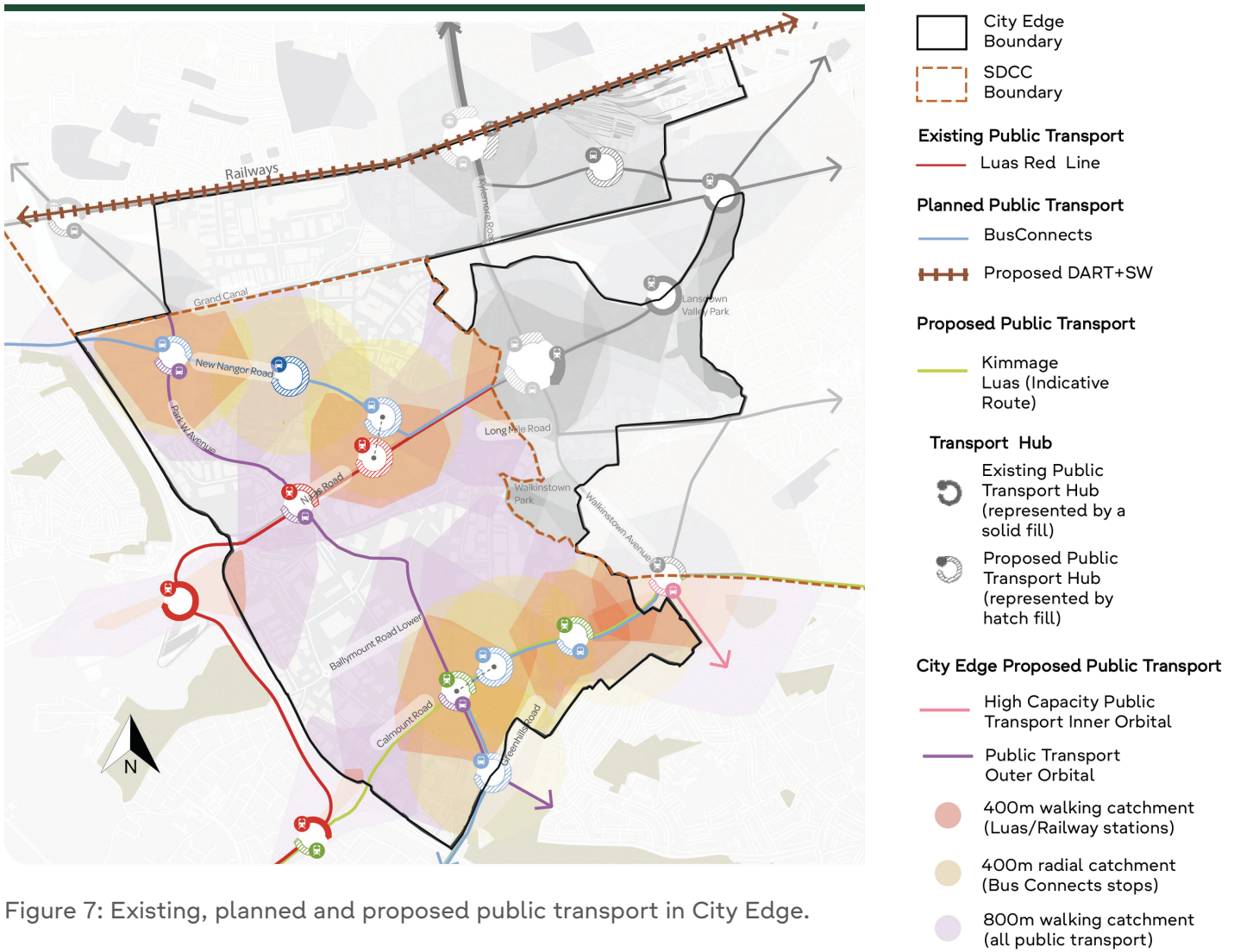


Figure 7: Existing, planned and proposed public transport in City Edge.

The NTA's Greater Dublin Area Transport Strategy-2022-2042 contains a number of short, medium and long-term planned public transport schemes that will greatly improve movement within City Edge, as follows:

Bus Connects: Tallaght/Clondalkin to City Centre Core Bus Corridor

This proposal will link Tallaght and Clondalkin to the City Centre through the City Edge lands. Within the SDCC area, the route of the Clondalkin branch goes along the Naas Road and Nangor Road, while the Tallaght branch travels along Calmount Road and Greenhills Road. This scheme was granted by An Coimisiún Pleanála under the Roads Act.

Naas Road Luas Stop

Following consideration of location options, a new Red Line Luas stop is planned close to the junction of the Naas Road and Club Road. The GDA Strategy refers to this being 'provided as part of the early phases of the City Edge development'. At the time of writing, this scheme was at early design stage, with the NTA and TII engaging with SDCC regarding potential approaches to design. The impact of the HSA Seveso risk contours will also be taken into account regarding the location of the Naas Road Luas stop.

DART + South-West:

An Coimisiún Pleanála has approved a Railway Order for the DART+ South West scheme along the Kildare line between Heuston and Hazelhatch Stations. The line runs along the northern boundary of City Edge (DCC area) and will be upgraded to a DART style service with a faster and more regular commuter service, and more frequent stops.

New Station at Kylemore

It is an objective of the GDA Transport Strategy to provide a new station at Kylemore, in conjunction with the DART+ South-West project. This will serve the proposed Kylemore Road centre within the DCC area and will also form the focus of a major public transport interchange.

Luas: Tallaght – Kimmage – City Centre

The GDA Transport Strategy contains an objective to undertake detailed appraisal, planning and design work for new/reconfigured Luas lines with a view to delivery post-2042. This includes the reconfiguration of the Red Line to provide a service between Tallaght and the City Centre via Kimmage, which is likely to serve the southern part of City Edge. Transport modelling carried out to inform this SURF indicated that Luas via Kimmage will be required to support the build-out of the City Edge PDAs, in particular Greenhills PDA.

Luas: Lucan to City Centre

The Lucan to City Centre Luas is envisaged as a medium-term project. The alignment and the locations to be served between Lucan and the City Centre have yet to be determined and will be subject to further assessment and analyses. A potential route could serve the northern part of City Edge.

Other Public Transport Proposals

As development progresses and as residential and employment populations increase over time, it is envisaged that other transport projects will be required to support continued regeneration. The City Edge Strategic Framework (2022) proposed two orbital public transport routes that are provided for but not identified within

the GDA Transport Strategy. An inner orbital high-capacity public transport route (mainly DCC area) is proposed linking Walkinstown and Kylemore within City Edge, with areas beyond. This is envisaged as being initially a high frequency high capacity BusConnects route and ultimately a light rail project. In the transport modelling carried out to inform this SURF, this orbital public transport route was found to be required to support the full build-out of the PDAs. An outer orbital public transport route linking Calmount and Cherry Orchard within City Edge, with areas beyond was also proposed in the City Edge Strategic Framework (2022) and this is envisaged as a Bus Connects project.

2.5.5 TRANSPORT MODELLING

As part of the background work for the development of the PDAs, Systra were commissioned to undertake transport modelling. The main objective of this was to:

- Assess the impact of City Edge PDAs on the major roads in terms of both contributing flows and network performance using the NTA's East Regional Model (ERM).
- Examine public transport line flows and capacity for Luas and BusConnects routes.
- Identify future pressure points on the network and inform the need for further investment in transport infrastructure or land use considerations that may need to be brought forward to support the sustainable development of City Edge and preserve the capacity of key infrastructure.

A number of scenarios were tested through the modelling, to determine the impact that different public transport interventions would have. These are as follows:

Scenario 1: Baseline
Baseline to establish the current conditions

Scenario 2: Committed transport schemes only
Established a 2042 scenario with the full development of the PDAs and committed transport interventions only (as per GDA Transport Strategy).

Scenario 3: Reference case
As per scenario 2 and all transport interventions as part of the GDA Transport Strategy.

Scenario 4: Demand management
It was determined that this scenario was unlikely to occur, so it was not modelled.

Scenario 5: Public transport enhancements 1 (Orbital Luas)
As per scenario 2 plus Orbital Luas

Scenario 6: Public transport enhancements 2 (Kimmage Luas)
As per scenario 2 plus Kimmage Luas

Scenario 7: Land use optioneering 1 (50% build-out of PDAs)
Established a 2042 scenario with an alternative land use quantum / mix and assumed 50% build-out of PDAs. Based on scenario 2.

Scenario 8: Land use optioneering 2 (75% build-out of PDAs)
Established a 2042 scenario with an alternative land use quantum / mix and assumed 75% build-out of PDAs. Based on scenario 2.

Scenario 9: Emerging preferred scenario refinement
Full build-out of the PDAs and build on Scenario 2 containing committed transport schemes (BusConnects & DART+ West) as per scenario 2 plus an increased frequency of the orbital public transport (Bus Service S4 with 5 min frequency)

The full report on the transport modelling can be found in the background report prepared by Systra.

Policy MOV2: Public Transport

To continue to work with the NTA and TII to facilitate the delivery of public transport projects, and to ensure alignment with evolving national and regional transport strategies, with the goal of providing sufficient capacity in a phased manner to support development of the City Edge Priority Development Areas.

MOV2 Objective 1:

To progress the delivery of inner and outer orbital public transport routes within the City Edge area by:

- Supporting the inclusion of these routes as projects in any future revision of the Transport Strategy for the Greater Dublin Area 2022-2042
- Considering alignment options
- Exploring street design requirements
- Investigating the potential for upgrading to light rail in the future
- Exploring the potential for a new Naas Road crossing to facilitate the outer orbital route.

MOV2 Objective 2:

To engage with the NTA and TII to support and facilitate the implementation of BusConnects schemes within the City Edge area including agreement on public realm design including provision for pedestrians and cyclists, greening and SuDS, and design of the cycle bridge at the Naas Road/Long Mile Road/Nangor Road Junction.

MOV2 Objective 3:

To progress the delivery of the DART + South West proposals, including a new Station at Kylemore to serve City Edge and surrounding areas.

MOV2 Objective 4:

To progress the delivery of a new Red Line Luas stop on the Naas Road between the existing Red Cow and Kylemore stops.

MOV2 Objective 5:

To progress the development of a new Luas line from Tallaght to the City Centre via Kimmage, as provided for (post 2042 project) in the Greater Dublin Area Transport Strategy 2022-2042.

MOV2 Objective 6:

To progress the development of a new Luas line from Lucan to the City Centre, as provided for in the Greater Dublin Area Transport Strategy 2022-2042.

MOV2 Objective 7:

To progress the development of public transport interchanges to serve the City Edge area when high frequency public transport becomes operational.

2.5.6 PUBLIC TRANSPORT INTERCHANGES AND MOBILITY HUBS

The GDA Transport Strategy states 'As high-capacity bus routes, heavy rail plus light rail increase their coverage across the urban area of Dublin and the region's settlements, the full benefit of this investment, (the "network effect") can only be fully capitalised on by the development of high-quality interchange facilities or Mobility Hubs'.

A public transport interchange occurs when there is more than one mode of transport available at a given location. The addition or co-location of other services and facilities at these interchanges gives rise to what is known as 'mobility hubs'.

A mobility hub is **'a recognisable place with an offer of different and connected transport modes supplemented with enhanced facilities and information features to both attract and benefit the traveller'**(CoMo.org.uk). Mobility hubs integrate shared, active and public transport modes in one location, enabling the seamless integration of transit modes, systems and routes, providing attractive options for continuous journeys whilst also offering an opportunity to improve the public realm.

The NTA's Greater Dublin Area Transport Strategy 2022-2042 sets out measures in relation to Public Transport Interchanges and Mobility Hubs; these are summarised below:

- **Measure INT4 – Park & Ride:** To secure the development of a network of regional level bus and rail-based Park and Ride facilities at appropriate locations.

- **Measure INT5 – Major Interchanges and Mobility Hubs:** To deliver high-quality major interchange facilities or Mobility Hubs at appropriate locations.
- **Measure INT6 – Interchange:** To ensure that passengers wishing to change between services on the transport network are provided with a safe, convenient and seamless interchange experience.
- **Measure TM13 – Car Free Residential Developments:** To support local authorities in assessing the potential for, and delivery of car-free residential developments in locations close to Dublin City Centre and at major rail-based interchanges / Mobility Hubs.
- **Measure TM17 – Car-Free Commercial Development at Major Interchanges:** Proposals for major employment development close to major interchanges where high-quality bus or rail services meet, which seek to provide car parking, should provide evidence as to why their proposed development cannot operate without car parking.

There are a number of opportunities to provide public transport interchanges within City Edge in order to provide integration between the different modes including DART, Bus Connects and Luas.

Mobility hubs are principally proposed at public transport interchanges and will come forward over time, responding to and supporting growth as the City Edge area develops. Each mobility hub will be designed based on the requirements of the area and will be spatially organised to facilitate access to and from different modes of transport such as bus and/or train services, car clubs, shared bikes and scooters. Facilities such as EV and bike charging points, covered waiting areas providing seating, Wi-Fi, phone charging, lockers and refreshment retailers may also be incorporated within a hub. They range in scale, from Hub Type 1 at the major transport interchange points, to Hub Type 4, where connectivity is provided outside the public transport network. Three of these hub types are shown in Figure 8. Hub Type 4 is not indicated, as the intention is to provide these away from the public transport network, within new developments, which may ultimately be in locations outside PDAs. A breakdown of the nature of each Hub type is given in Table 3.

The different mobility hub types are as follows:

- **Hub Type 1 - Primary Mobility Hub:** To support travel to and from an area connecting to the rail stations and main centres. These would be at major public transport interchanges with bus, tram, rail and light rail present.
- **Hub Types 2 and 3 - Secondary Mobility Hub:** To accommodate internal travel within the area connecting to primary schools and parks. These would be at public transport interchanges or public transport stops.
- **Hub Type 4 - Local Mobility Hub:** To serve local residents within their neighbourhoods. These should be provided on site, in tandem with new development.

Table 3: Mobility Hub Components and Public Realm Improvements.

Mobility Hub Type	Mobility Components: Public transport	Mobility Components: Shared Mobility	Mobility-Related Components	Non-Mobility and Public Realm Improvement
Hub Type 1: Primary Mobility Hub • Major Public • Transport • Interchange	• Bus • Rail • Light rail	• Car club bays • Bike share (including electric) • E-scooters share	• Cycle parking (short stay and secure) • Electric charging for bikes • Digital pillar • Bike repair • Wi-Fi	• Kiosks • High-quality public space with seating, greenery, clear wayfinding • Lockers • Toilets
Hub Type 2: Secondary Mobility Hub • Public Transport • Interchange	• Bus • Light rail	• Bike share (including electric) • E-scooters share	• Secure cycle parking • Digital pillar • Wi-Fi	• Kiosks • Greenery • Seating
Hub Type 3: Secondary Mobility Hub • Public Transport • Stop	• Bus • Light rail	• Bike share (including electric) • E-scooters share	• Secure cycle parking • Digital pillar • Wi-Fi	• Greenery • Seating
Hub Type 4*: Local Mobility Hub • Local Services*	• Demand responsive minibuses • Ride hailing, (shared) taxis	• Car club bays • Bike share (including electric) • E-scooters share • E-cargo bikes share	• Electric charging for bikes • Cycle parking • Bike repair • Wi-Fi	• Parklets • Community facilities (cafes, garden, play area) • Community art • Greenery • Lockers • Seating

*Hub type 4 is an important component in delivering transport support for near term development, as hub types 1, 2 and 3 come forward over a potentially longer term. These can be delivered as part of proposed development.

Policy MOV3: Mobility Hubs

Support the development of **primary and secondary** mobility hubs at key public transport locations, and local mobility hubs in tandem with new developments.

MOV3 Objective 1:

To ensure all development promotes sustainable mobility and provides an appropriate level of access to public transport, bike sharing schemes and car sharing.

MOV3 Objective 2:

To provide primary mobility hubs on a phased basis, in accordance with public transport provision as set out in Table 3, and secondary / local hubs in tandem with delivery of housing.

Implementation of Mobility Hubs

- Primary Mobility Hub (Type 1 - major public transport interchange) and Secondary Mobility Hub (Type 2 - public transport interchange) should be approximately 1500m² to 2000m² in size.
- Secondary Mobility Hub (Type 3 - public transport stop) should be approximately 800m² –1100 m² in size.
- Local Mobility Hub (Type 4) should be approximately 500m² –800m² in size.
- Local Mobility hubs shall be provided in tandem with new development, where the proposal is more than 400m from an existing higher-level hub, and the scale of the hub shall be proportionate to the scale of the development. E.g. a smaller development may provide a car club space and bike maintenance facilities, whereas a larger development may provide demand responsive minibuses, ride hailing, (shared) taxis, car club bays, E-cargo bike share, bike share (including electric), E-scooter share, electric charging for cars and bikes, cycle parking, bike repair, Wi-Fi. The scale of the public realm facilities provided shall also relate to the scale of the development.
- Where there is an existing larger local mobility hub in close proximity to a development, there may be scope to reduce the scale of provision on site.
- The Department of Transport guidance National_Policy_Statement_on_Shared_Mobility_and_the_Provision_of_Hubs_2025.pdf shall be complied with in the design and consideration of mobility hubs.
- The NTA will be consulted by the planning authority on the design of any proposed mobility hubs.

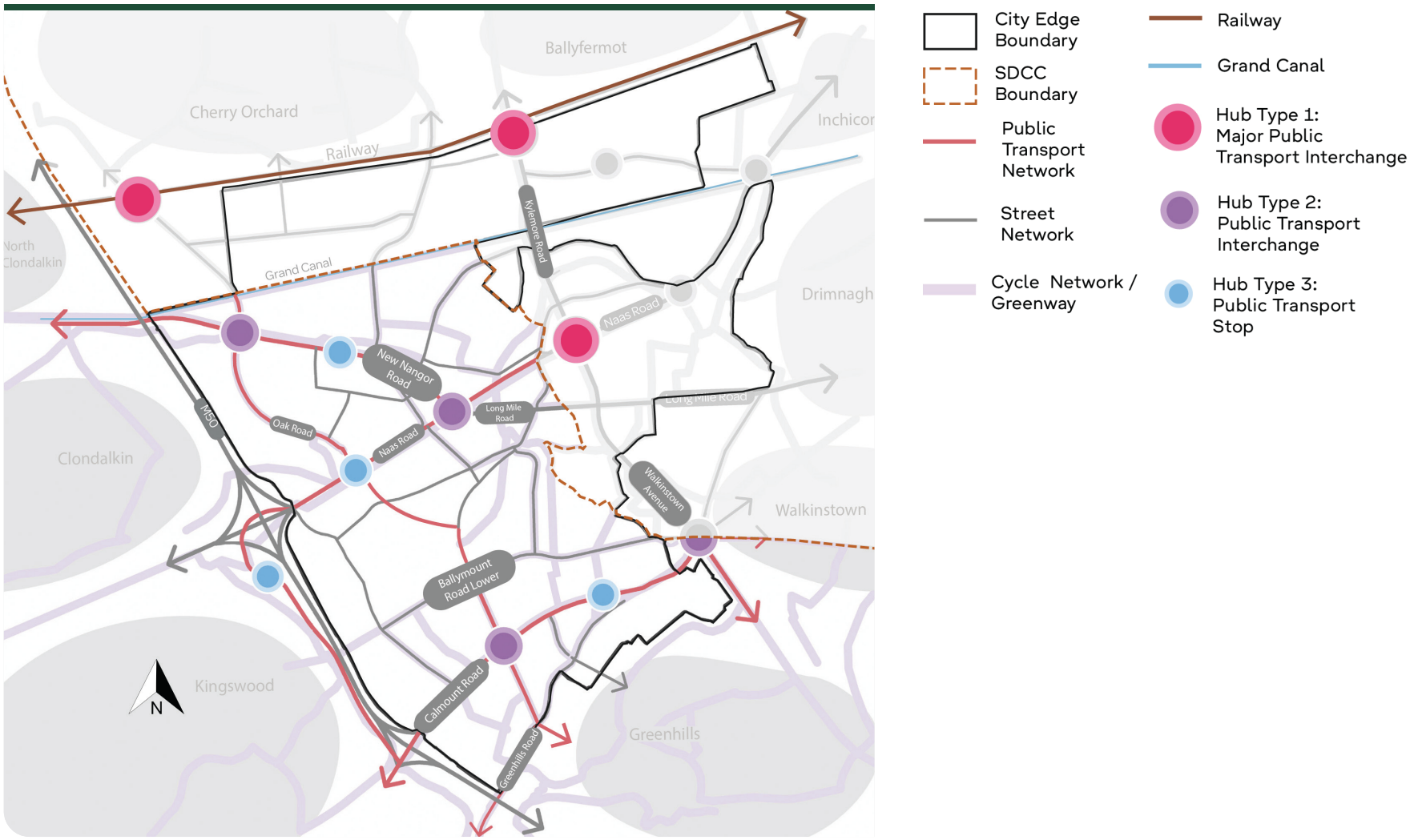


Figure 8: Indicative Mobility Hub Locations.

2.5.7 PARKING

2.5.7.1 Cycle Parking

Cycling provides a flexible, efficient and attractive transport option for urban living. The availability of convenient, easily accessible and secure cycle parking at the beginning and end of an individual's journey is one of the most significant factors to influence an uptake in cycling. Within the City Edge area, higher levels of cycle parking will be encouraged to facilitate the transition to more sustainable forms of transport. A range of cycle parking opportunities will be offered that cater for the wide variety of trips and the full spectrum of cycles. This will include long-stay provision at residential and workplace lands, in line with appropriate minimum cycle parking standards, as well as short-stay provision for other uses. Consideration will be given to the provision of strategic high-quality cycle parking facilities, particularly in proximity to key destinations and public transport interchanges.

Policy MOV4: Cycle Parking

To provide cycle parking in accordance with the County Development Plan and the Planning Design Standards for Apartments, Guidelines for Planning Authorities, 2025 (or any superseding document).

MOV4 Objective 1:

To require the provision of resident, employee and visitor cycle parking on site.

Implementation of Cycle Parking

- Cycle Parking will be provided in line with the CDP standard, with reference to the Planning Design Standards for Apartments, Guidelines for Planning Authorities, 2025, in accordance with the Cycle Design Manual, or any superseding documents.
- Parking facilities will include provision for personal mobility devices such as e-scooters and a range of cycle types including cargo and accessible bikes.

2.5.7.2 Car Parking

An alternative parking model is proposed for City Edge which facilitates the parking needs of residents (and other users) in collective multi-use parking buildings rather than individual parking areas situated under each apartment development. These buildings are referred to as '**shared parking buildings**'. They will be designed with future re-purposing in mind (provided that there is no net loss of cycle parking facilities), when enhanced public transport is delivered, reducing the need for private transport.

Car sharing will be prioritised over private car ownership in order to reduce the number of parking spaces needed over time as development progresses. In the near term, it will be expected that developments will meet parking requirements, based on City Edge PDA maximum parking standards, as set out below. In the future, parking ratios will be reduced, as public transport comes on stream, resulting in a net reduction overall in the ratio of spaces per dwelling and per non-residential floor space quantum over time. The nature of parking provision is encouraged to be diverse, covering a range of different needs from short stay to long stay, and from built to on-street.

Development Plan policy SM7: Car Parking and EV Charging seeks to:

> 'Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities'.

EV charging requirements will be as set out in the Development Plan.

There are a number of approaches to delivering different parking solutions, with a particular consideration of the potential for repurposing in the future.

Parking Typologies (catering for cars and cycles):

On Site Parking

- In the short term, prior to the development of new public transport, it may be necessary to provide ground level car parks. These car parks should be temporary, with redevelopment when the appropriate services are in place. Applicants will be required to indicate how the parking area will be integrated into the proposed development in the future and any permission for use will be on a temporary basis.
- Incorporated into plot design to minimise impact on buildings and public realm.
- Ensure easy and legible access for bikes from the street.
- Set back from street frontages and wrapped with residential or active frontage on the ground floor.
- For use in the near term before collective car and cycle storage (shared parking buildings) are developed.
- Podium parking or ground level parking can fill all of a courtyard, with communal space above, or alternatively only fill part of the courtyard. These can support a variety of uses simultaneously, leaving the possibility for mixed-use urban blocks.
- Podium, ground level or basement parking should be designed to be adaptable for future re-use when the level of parking required reduces.
- Vehicle entrances to the parking area should be small to minimise impact on the facade, and should be located to minimise routing from main routes.

On Street Parking

- This refers to parking integrated into the public realm within a street. This space can accommodate car parking and/or cycle parking, as well as other street furniture and planting, without compromising or dominating.
- On-street cycle parking provides easy access to shops and services, helping to add footfall and vitality. Short stay visitor parking for residential uses (car and cycle) can also be provided on street. Such provision at regular intervals, helps to keep the street scene tidy and clear, avoiding ad hoc parking, and cyclists can depend upon easy-to-use bike parking particularly in centres.
- Car parking provision can be in short runs of spaces, e.g. 3 in a row, interspersed with trees/SuDS features and street furniture, so that they do not dominate the street scene. Regular parking provision can help to spread the impact of parking, though on-street parking should be considered supplementary to other, higher capacity provision such as collective car storage (in shared parking buildings), to avoid turning the street scene into a car park, and instead focusing on supporting easy access for those who need it most such as for accessible car parking spaces.
- Car parking spaces can be repurposed as SuDS, wider footpaths, parklets or seating areas, as car storage is built and parking can be relocated or removed.

Shared Parking Buildings

- This is the preferred approach to delivering larger amounts of parking, and provision can be across use types such as residential and/or employment, supporting both shared car usage and private vehicle storage, as well as bicycle parking.
- Dedicated parking structures that can be positioned at strategic points to minimise traffic impact.
- Designed to allow for future adaptation
- Potential for active uses on the ground floor facing public realm.
- Potential for active uses on the roof, such as play areas.
- Potential for innovative architectural design and finishes.
- These structures should be oriented to help provide block definition and structure through their form, creating positive definition to street edges, bolstered further by ground floor active uses if appropriate. Their layout may form part of a larger urban block, co-located with other buildings comprising a variety of other uses.

In the transitional period it is acknowledged that the full realisation of the City Edge vision will take a number of years to achieve as land use and infrastructure will be delivered on a phased basis. In this transition period, there will still be a level of demand for private transport as key services may not be available, however parking provision should still follow adopted parking rates, which are set out as a maximum. The car parking standard is as per Tables 4 and 5.

Policy MOV5: Car Parking

To implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition over time towards more sustainable forms of transportation, while contributing to placemaking and meeting the needs of communities and businesses.

MOV5 Objective 1:

To facilitate the provision of car parking on-site and on-street for early phases of development in each PDA, in accordance with Tables 4 and 5. Where necessary in the short term, temporary surface car parking may be provided in the context of larger development sites until such time as the area is serviced by public transport, as identified in the SURF phasing strategy. Such proposals must clearly identify how the area identified for temporary parking can be developed in the future as part of an integrated design for the overall site.

MOV5 Objective 2:

To promote the provision of shared parking buildings to provide collective car and cycle parking at suitable locations, on a phased basis, so that over time, this becomes the predominant form of parking provision.

MOV5 Objective 3:

Shared parking buildings shall be provided within Priority Development Areas at locations that are capable of servicing multiple developments. The applicant / developer should provide justification for the size and location of the facility.

MOV5 Objective 4:

Where a dedicated shared parking building is provided on site by a developer / applicant, up to 15% bonus plot ratio may be applied at the discretion of the planning authority.

MOV5 Objective 5:

In conjunction with shared parking buildings, on-street car parking shall be provided to cater for mobility, set down and delivery. Car parking spaces shall not be assigned to individuals, but may be assigned to uses. Mobility parking will be provided as per rates set out in the Development Plan.

MOV5 Objective 6:

To ensure that all parking provision types promote a quality public realm and accord with DMURS.

MOV5 Objective 7:

To require EV charging to be provided in accordance with approaches set out in the Development Plan under Policy SM7 ‘Car Parking and EV Charging’, Policy E4 ‘Electric Vehicles’ and Section 12.7.5 of the ‘Implementation Section’.

2.5.7.3 Implementation of Car Parking

Criteria for Appropriate Quantum of Car Parking

The following factors will be taken into consideration when assessing appropriate levels of car parking for developments:

- Access and proximity to Public Transport (at the time of the application): Set the lowest levels of parking for the areas with the highest level of public transport connectivity, offering more flexibility for less accessible areas.
- Access and proximity to Key Services: Take into account access to essential daily services by walking and cycling.
- Access and proximity to shared mobility hubs and shared parking buildings.
- Future Opportunities: Acknowledge the planned delivery of future transport services to design in sustainable travel from the outset.
- Complementary uses: Potential for shared parking with other uses within a development.
- The incorporation of shared car use.
- As development progresses, lower parking rates will generally be expected as public transport comes on stream (as per the phasing strategy).
- Where relevant phased public transport infrastructure is not in place, due to unforeseen circumstances, it may be appropriate to provide higher levels of parking on a temporary basis (still within maximum rates).
- Developments coming forward will require a PTAL (Public Transport Accessibility Level) assessment, Mobility Management Plan and shared use proposals (car clubs, etc.).

Residential Parking

In accordance with SPPR 3(i) of the Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities, 'In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling'.

In accordance with Section 12.7.4 of the CDP the maximum parking standards may be varied in particular areas by the Planning Authority through planning mechanisms.

In accordance with this requirement, car parking for residential development will be provided in accordance with the following maximum parking rates:

Table 4: Maximum Parking rates for Residential Developments (PDAs only).

Dwelling Type	Parking Rate
1 bed apartments:	0.75 spaces per dwelling
All other types of residential development:	1 space per dwelling

Non-Residential Parking

In the ultimate development scenario, it is proposed that zero workplace parking be provided for new employment centres, with the exception of persons with identified mobility needs. In the interim period, employees will be able to avail of the planned shared parking buildings which will enable employees to rent parking spaces on a short-term basis, with rates set at a level which encourages travel by public transport or active modes. The following maximum parking rates will apply to non-residential uses:

Table 5: Maximum Parking Rates for Non-Residential Developments (PDAs only).

Category	Land use	Proposed Parking Rate
Accommodation	Hotel[1]	1 per 3 rooms
	Mobile home park[2]	1 per unit
	Nursing home retirement home	1 per 8 residents
	Student accommodation	1 per 20 bed spaces
Civic, Community and Religious Uses	Bank	1 per 275 m^2 Gross Floor Area (GFA)
	Community Centre	
	Library	
	Public Institution	
	Place of Worship	1 per 25 seats
	Funeral Home	1 per 20 m^2 GFA
Education	College of Higher Education	1 per 2 staff plus 1 per 30 students
	Crèche	0.5 per classroom
	School[3]	0.5 per classroom
Medical	Clinics and Group Practices	1.5 per consulting room
	Hospital	1 per 150 m^2 GFA
Retail and Retail Service	Café	1 per 150 m^2 GFA
	Restaurant	
	Bar	1 per 300 m^2
	Club[4]	1 per 40 m^2
	Retail Convenience (exceeding 1,000 m^2)	1 per 100 m^2
	Retail Comparison and Retail convenience up to 1,000 m^2	1 per 275 m^2
	Retail Warehousing	1 per 200 m^2
	Vehicle Service Station	1 per 250 m^2 GFA
Enterprise and Employment	Offices[5]	1 per 200 m^2 GFA
	Urban Workspace	

Category	Land use	Proposed Parking Rate
Enterprise and Employment	Manufacturing	1 per 450 m^2 GFA
	Urban Industry	
	Warehousing	1 per 450 m^2 GFA
Sports and Recreation[6]	Bowling Alley	1 per lane
	Archery Ranges	1 per 3m of base line
	Driving Ranges	
	Clubhouse	1 per 40 m^2 GFA
	Gymnasium[7]	
	Courts	7.5 per pitch or court
	Pitches	
	Golf or Pitch and Putt Courses[8]	2 spaces per hole
Venue	Auditoriums	1 per 25 seats
	Cinema	
	Conference Centre	
	Theatre	
	Stadium	1 per 25 seats plus 1 coach space per 500 spectators
Other	Marina (Canal)	1 space per berth (excluding visitor berths)

[1] Includes Motel, Motor Inn, Guest House, Bed and Breakfast. Does not include any Bars or Function rooms therein.

[2] Includes Caravan Park, Holiday Park, Residential Mobile Home Park.

[3] Includes Montessori, Primary School, Post Primary School.

[4] Includes Dance Halls, Discotheques, Function room, Lounge, Private Dance Clubs and Night Club. Includes such uses when part of a hotel.

[5] Includes Office Based Industry, Science and Technology Based Enterprise, Business Park.

[6] Council will also seek to provide car parking and / or lay-by for cyclists, hillwalkers and mountain climbers at access points to walking/cycling trails in scenic areas.

[7] Includes Recreation Centres.

[8] Bus parking should be provided as a minimum rate of one space per course. Where additional bus spaces are provided the maximum number of car spaces per course should be subsequently reduced (amount to be determined).

Note: Table 5 includes provisions for the loading and unloading of goods, disabled parking and parking for electric vehicles as required by Part M of the Building Regulations, 2010 (as amended), DMURS 2019 (or as amended) and Energy Performance of Buildings Regulations 2021 (or as amended) Technical Guidance (Energy Performance of Buildings Directive Articles 8(3), 14(4) and 15(4) – Electric Vehicle Recharging Points and Building Automation and Control).

For any commercial use not specified within Table 5 the default parking rate will be calculated based on those of a comparable use and / or determined as part of a Transport and Traffic Assessment.

Shared Parking Buildings - Implementation

- Shared parking buildings should be distributed throughout neighbourhoods and not focused in one area.
- If a site is over 3 hectares (ha) or over 500 units or more, parking must be provided in a shared parking building, regardless of phasing. Where developments are marginally less than these standards, justification should be provided for not providing the facility.
- It is expected that shared parking buildings will generally provide between 100-500 car parking spaces. But justification should be provided in any application for the size of facility proposed and the range of ancillary services provided. Evidence of engagement with landowners in close proximity to the site may assist in justifying the level of parking provided.
- Shared parking buildings may be single storey or multi-level and may be integrated into other buildings. They should be designed to provide indoor, off-street parking for residents' cars and other vehicles, such as trades / commercial. Buildings should be designed to be flexible and shall be adaptable for other uses in the future, such as community use in the future.
- Other uses should be integrated with shared parking buildings, such as bike repair shop, car clubs, ancillary storage, e-commerce collection points (e.g. delivery lockers), community uses and / or shared cycle hire etc.
- Shared parking buildings should be designed to a high standard, creating public spaces that are distinctive, safe, universally accessible and that facilitate social and cultural diversity and interaction.
- All shared parking buildings should provide active pedestrian frontages and all routes between residential development and shared parking buildings should be safe and secure, ideally through natural surveillance.
- In general, all car parking spaces shall be unassigned.
- Shared parking buildings should provide an element of visitor cycle parking.

2.6 INTENSITY OF DEVELOPMENT

2.6.1 BUILDING HEIGHT

The City Edge building height concept takes account of the following:

- National level guidance contained in 'Urban Development and Building Height Guidelines for Planning Authorities' (2018);
- Local level guidance contained in section 5.2.7 of the Development Plan, which sets out policies and objectives relating to building heights, density and quality design;
- Local level guidance contained in Development Plan Appendix 10, 'Building Height and Density Guide'.

National guidance requires increased building height and density to be supported in urban centres and locations with good public transport accessibility. This has been the focus of the overall approach to planning for regeneration within City Edge including the identification of PDAs and the approach to building height. This approach complies with SPPR1 of national guidelines by identifying *'areas where increased building height will be actively pursued'*. The approach to building height went through an urban design led master-planning process to set appropriate height ranges for the area, in accordance with the recommendations of Section 2.11 of the national guidelines in relation to areas which will undergo comprehensive redevelopment.

At local level within the County, the SDCC *Building Height and Density Guide* provides a tool kit for an analysis of existing context, and demonstration that a proposed height increase is contextually appropriate. However, as City Edge predominantly comprises low-rise industrial style development, and as the area will go through wholesale transformation over time, reference to existing development context is not an adequate tool for assessing proposed building heights in this area. Taking account of this, the SDCC *Building Height and Density Guide* acknowledges that certain sites are large enough to '*define their own setting*' and that '*often, such sites will have the ability to present frontages in line with prevailing heights of the existing context and layer non-thematic heights within the depth of the site*'. For these purposes, the City Edge PDAs are considered '*sites....large enough to define their own setting*'. The approach to building height within City Edge applies this approach, whereby sites in proximity to existing buildings likely to be retained such as residential development outside of but directly adjacent to PDAs, will respect such development in terms of contextual height, while new buildings in areas where redevelopment will take place on a larger scale, will create their own height context.

The overall approach to density and height within City Edge follows a compact urban form, optimising proximity to amenities and public transport and thereby facilitating active travel. Prevailing mid-rise heights across the wider City Edge area of between 3 and 8 storeys are indicated, with lower heights and densities adjacent to sensitive

areas such as existing low-rise residential development, and taller buildings and higher densities close to public transport nodes and planned local and major centres. Height ranges are also set out across each PDA, allowing the possibility of locally higher buildings, as illustrated in the map at Figure 9. Locally higher buildings can be used to introduce townscape definition, whilst taking account of sensitive areas such as natural or built heritage sites and existing residential development. Height should also be considered in the context of the plot ratios set out for each neighbourhood. Indicative heights are calculated from ground finished floor level.

In the Greenhills PDA, taller elements may be concentrated along the major route, Calmount Road and the proposed Calmount local centre location. It is envisaged that heights will feather down to approximately 2-4 storeys at the edges to create a transition to the existing low-rise residential context to the south and east. Some taller elements may also be appropriate to define the Walkinstown local centre extension along Greenhills Road as a gateway to the PDA, while respecting the existing low-rise Walkinstown local centre. In Red Cow & Cherry Orchard PDA, higher buildings will be appropriate along the Naas Road, and close to the proposed Luas stop and local centre in the southern part of the PDA, while heights will reduce towards the Grand Canal, the associated pNHA and along the River Camac. The Long Mile PDA also indicates higher buildings fronting the Naas Road, stepping down towards the green infrastructure which will form part of the River Camac linear park and towards Walkinstown Park.

2.6.2 DENSITY AND PLOT RATIO

The provisions of the County Development Plan in particular Variation No. 2 to the County Development Plan Table 5.1, set out appropriate density ranges in line with the Sustainable Residential Development and Compact Settlements - Guidelines for Planning Authorities (2024). The lands within the City Edge SURF are identified as being located within the category 'City – Urban Neighbourhoods' where a density range of 50-250 dwellings per hectare will generally be applied. As per the provisions of the Guidelines, further refinement of densities will be carried out on a plan led basis based on considerations of centrality and accessibility to services and public transport, character, amenity and the natural environment. The provision of transport interchanges, the proposed DART + South-West, BusConnects and future potential LUAS lines will support a compact form of development. As such there is a presumption that net residential density in the range of 200-250 dph is achievable at highly accessible locations within the PDAs.

The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities defines plot ratio as follows: '*Expresses the proportionate relationship between the area of a site and the total gross floor area of a building(s). It is a measure of the intensity of land use and is calculated by dividing the gross floor area of a building(s) (sum of floor space within the external walls of the building) by the site area.*'

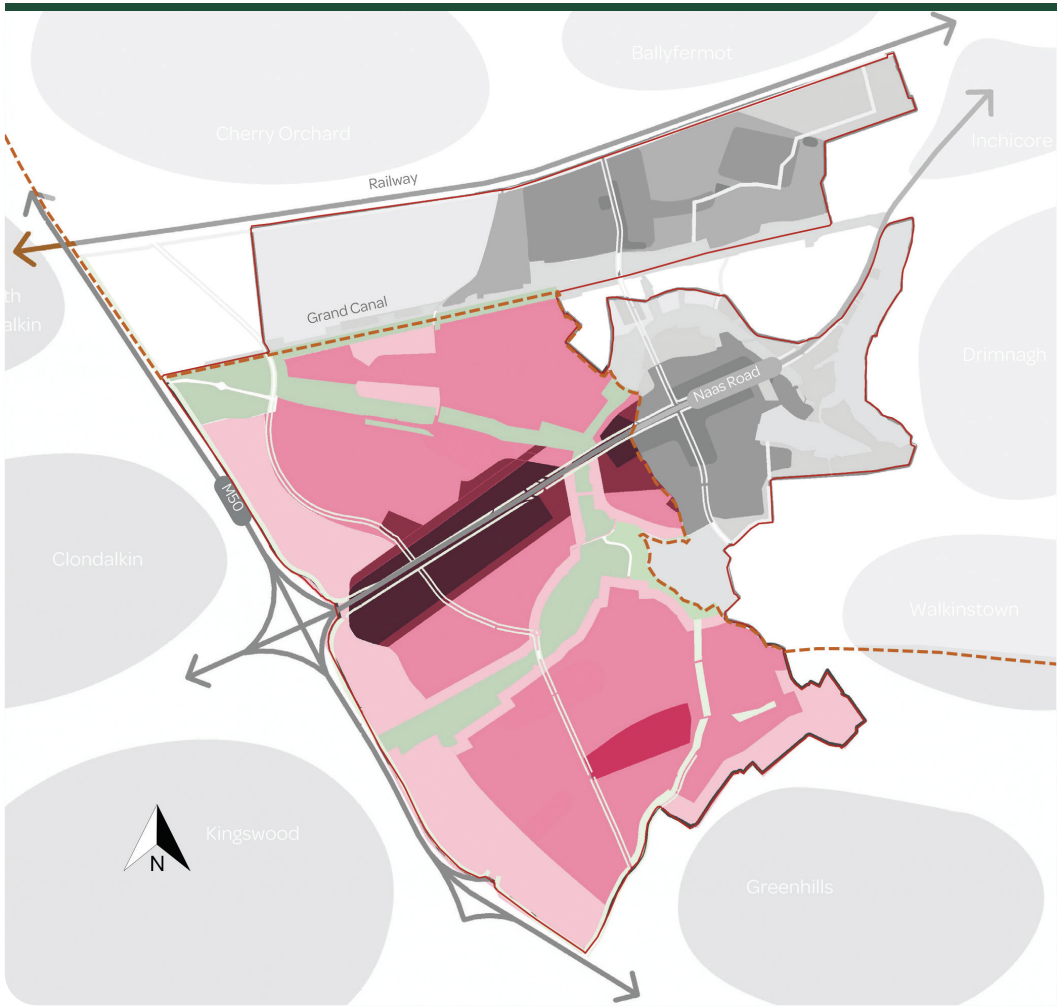


Figure 9: Indicative building height approach across City Edge.

The Guidelines state that dwellings per hectare (dph) '*will continue to be the primary measure for residential density' but that in the case of mixed-use, commercial and employment areas, 'plot ratio and site coverage standards may also need to be considered in order to manage the scale and massing of development*'.

> For each PDA in Chapter 3, a plot ratio figure for each neighbourhood is set out, which can be in the range of plus or minus 15%. Any additional divergences outside this range will be considered on a case-by-case basis as part of a planning application, subject to the criteria set out at Plot Ratio Implementation below.

In all cases, plot ratio is considered across the neighbourhood, and fluctuations within the neighbourhood may be appropriate if they accord with the building height concept. Plot ratios were calculated in accordance with the methodology in the Guidelines.

Indicative Building Heights

- City Edge Boundary
- SDCC Boundary
- Up to 20m in height (Approximately 6 residential storeys) (Allowing for a gradual height transition from existing residential areas)
- Up to 30m in height (Approximately 9 residential storeys)
- Up to 35m in height (Approximately 10.5 residential storeys)
- Up to 40m in height (Approximately 12 residential storeys)
- Up to 50m in height (Approximately 15 residential storeys)

Note:

- Indicative building heights map to be read in conjunction with IOD1 Objective 3

Policy IOD1: Plot Ratio and Building Height

Manage building height and plot ratio within City Edge in accordance with Development Plan Appendix 10, *Building Height and Density Guide* and the City Edge building height approach, which recommend increased heights and intensity in urban centres and areas with good public transport access.

IOD1 Objective 1:

To use building height and plot ratio as a mechanism to achieve appropriate intensities and good urban form and townscape within City Edge including innovative design, variety, legibility and wayfinding, while respecting sensitive locations such as existing residential development and areas with natural or built heritage.

IOD1 Objective 2:

It is at the discretion of the Planning Authority to favourably consider proposed developments within PDAs which are under plot ratio thresholds, or which fall short of other design parameters, where an appropriate mix of housing and employment typologies is being provided, in particular medium to high-density own door housing.

IOD1 Objective 3:

To reflect the importance of placemaking, in certain circumstances and locations, such as at key public transport stops and key public spaces, flexibility in relation to the plot ratio range and the potential for higher buildings may be given. This flexibility would only apply where exceptional design is demonstrated which creates a feature of architectural interest; or where a significant contribution is made to the public realm or community park provision at these locations including provision of mixed uses at ground floor level (criteria are set out in Plot Ratio Implementation).

Plot Ratio Implementation

A plot ratio figure for each neighbourhood within a PDA is set out, which can be in the range of plus or minus 15%.

Any additional divergences beyond the +/- 15% will be considered on a case-by-case basis at the discretion of the planning authority, and may include some of the following criteria:

- Floor space mix proposed
- Extent of community park provision
- Accommodation of strategic infrastructure (utilities, substations, etc.)
- Public realm provision and street upgrades
- Exceptional design and creation of a feature of architectural interest
- Provision of a shared parking building on site by a developer / applicant - (see Policy MOV5 in Movement Section).

2.7 MIXED USE DEVELOPMENT

One of the key aspects of City Edge will be its future character as a mixed-use urban quarter. A mix of uses is a critical component in achieving the 10-minute city, whereby the daily needs of residential communities are within a 10-minute walk or cycle, allowing easy access to employment opportunities, local services and amenities. Mixed uses are also an important factor in placemaking, facilitating active street frontages at ground floor level and introducing day and nighttime activity.

The current South Dublin County Development Plan land use zoning remains the overarching determinant of land use within City Edge and the City Edge land use strategy fully accords with Development Plan zoning. Most of the City Edge lands within the SDCC area are in the Development Plan 'Regeneration' (REGEN) zone, with the objective to *'To facilitate enterprise and / or residential-led regeneration subject to a development framework or plan for the area incorporating phasing and infrastructure delivery'*. All PDAs are located within REGEN zones (except for a small amount of land along the Grand Canal in Red Cow & Cherry Orchard PDA which is zoned for Open Space). The western side of City Edge along the M50 is zoned 'Enterprise and Employment' (EE) with the objective *'To provide for enterprise and employment related uses'*. This area is not within a PDA.

The City Edge land use strategy further refines the South Dublin County Development Plan zoning with several mixed-use land use types: 'Residential-Led Mixed Use', 'Employment-Led Mixed Use' and 'Local Centre'. The intention is that uses can be mixed at all levels – within each PDA, within each neighbourhood, and at a finer grain including at individual block level and building level. Sample typologies are provided at Section 4.3 giving examples of how mixed use may be achieved in design terms at block and building level.

Policy MUD1: Mixed Use Development

Support the integration of mixed uses at PDA, neighbourhood, block and building level within City Edge.

MUD1 Objective 1:

To implement mixed-use development across City Edge in accordance with the proportions recommended for the different neighbourhood areas within PDAs.

MUD1 Objective 2:

To ensure that mixed-use development contributes to placemaking through a suitable mix to facilitate active frontages and day and nighttime activity in appropriate locations.

MUD1 Objective 3:

To favourably consider proposals for flexible unit designs where it can be demonstrated that the proposed design is capable of accommodating an existing employment use type or a new emerging use type compatible with residential-led regeneration. Such proposals shall include a detailed justification for the unit design, clearly identifying the suitability of the proposal and the compatible use types.

2.8 HOUSING

Delivering housing at scale in a compact form will be one of the most important roles of the City Edge project. While the City Edge vision is to provide up to 40,000 new homes between now and 2070 in the entire City Edge area (SDCC and DCC), in the short to medium-term, this SURF identifies PDAs within the SDCC area which will facilitate circa 9,084 homes (plus or minus 15%). Table 6 indicates the number of residential units and population envisaged in each PDA.

Table 6: Area, Population and Residential Units per PDA.

	Area	Population* +/-15%	Residential units* +/-15%
Red Cow & Cherry Orchard PDA	52 ha	8,494	3,100
Long Mile PDA	23 ha	4,751	1,734
Greenhills PDA	53 ha	11,645	4,250
SDCC Total	**128 ha**	**24,890**	**9,084**

*Figures are indicative, gross, and based on potential full build-out of PDAs. Household size of 2.74 assumed.

These homes will be integrated in compact mixed-use neighbourhoods designed along 10-minute settlement principles, with accessible high-quality open space and green infrastructure; where employment opportunities, community facilities and services are in close proximity; and where movement is based on walking, cycling and public transport. The City Edge Building Height Concept envisages a predominantly mid-rise townscape with a 6 to 8 storeys median height, reducing in proximity to sensitive sites or features. Opportunities for locally higher buildings in appropriate locations for various uses including residential, will also exist. Mixed tenure schemes should be provided to achieve an appropriate balance between social, private, affordable, voluntary and special needs housing with a view to promoting social integration, aging in place and facilitating a diverse range of dwellings and tenure types within residential developments.

An International Best Practice Housing Review was commissioned by SDCC/DCC and produced by Macreanor Lavington in April 2022 to provide an evidence base to support the City Edge Framework's approach to fostering diverse sustainable communities. It comprised an original piece of research, with key learnings gleaned from an analysis of international best practice precedents at neighbourhood and building scale including tenure and mix size targets; spatial principles of mix; and tenure blind principles, all of which contributed to the approaches set out in the Framework. The International Best Practice Housing Review provides detailed assessment of the components required for a liveable city and developed a 'Liveable City and Liveable Housing Matrix'. This Matrix was used in the evaluation of selected international case studies, comparative in terms of city characteristics or similar tenure structure to the City Edge area. The recommendations on densities for liveable neighbourhoods, in addition to the relationship of density with height, informed the objectives of sustainable compact urban form and land use within the City Edge Strategic Framework (2022) which is carried forward to this SURF.

Chapter 6 'Housing' of the County Development Plan Written Statement sets out policies and objectives relating to housing for different groups in the population including older people, people with disabilities and Traveller accommodation; residential design

and layout; private and semi-private open space; and residential consolidation in urban areas via infill, subdivision and development of backland and corner sites. All relevant policies and objectives of the Development Plan will also apply to City Edge.

Since the publication of the South Dublin County Development Plan 2022-2028 and the City Edge Strategic Framework in 2022, the Government has issued the *Planning Design Standards for Apartments Guidelines for Planning Authorities, 2025* and the *Sustainable Residential Development and Compact Settlements; Guidelines for Planning Authorities (2024)*. The Guidelines contain a renewed focus on the regeneration of existing settlements and on the interaction between residential density, housing standards and quality urban design and placemaking to support sustainable and compact growth. Guidance for residential development in this SURF accords with the approaches and methodologies in the Guidelines. Detailed application of the Guidelines will happen through the Council's development management process.

It will be important to ensure protection of the amenity of existing residential development through the avoidance of development that would result in unacceptable overlooking, overshadowing or overbearing impacts, or environmental impact such as noise, odour or air pollution. This will be achieved through ensuring adequate separation distances, heights stepping down close to existing housing, and appropriate adjoining uses that are 'good neighbours'.

City Edge Principles for Residential Development

- High-quality design and placemaking
- Residential development in compact, mixed-use contexts
- Protecting the amenity of existing residential communities.
- Proximity to amenities including community, cultural, sports and recreational
- Proximity to employment opportunities
- The 10-minute city principle, ensuring access to amenities and services via walking, cycling and public transport
- Provision of high-quality public, semi-private and private open space including play areas for children, SuDS and green infrastructure
- A mix of housing types, tenures and sizes
- Universal design and aging in place principles

Table 7: City Edge Indicative Residential Capacity per Priority Development Area.

PDA	Residential Capacity (Number of Units) +/-15%	Residential Floor Space (m^2) +/-15%	Residential population* +/-15%
Red Cow & Cherry Orchard	3,100	359,600	8,494
Long Mile	1,734	201,144	4,751
Greenhills	4,250	493,000	11,645
Total	**9,084**	**1,053,744**	**24,890**

* Assumes household size of 2.74

Policy HOU1: Residential Development in City Edge

Promote residential development within the City Edge Priority Development Areas that supports quality placemaking and sustainable communities.

HOU1 Objective 1:

To ensure that new residential development complies with the *Sustainable Residential Development and Compact Settlements; Guidelines for Planning Authorities (2024)* and the *Planning Design Standards for Apartments; Guidelines for Planning Authorities (2025)* and all other relevant Section 28 Guidance.

HOU1 Objective 2:

To ensure that all new residential development in City Edge is of high-quality design, offers a choice of housing tenures, types and sizes, and promotes universal design and aging in place, thereby supporting mixed and balanced communities.

HOU1 Objective 3:

To promote 10-minute city principles for residential developments within City Edge, whereby amen-ities and services are accessible via active travel and public transport.

HOU1 Objective 4:

To support residential development in appropriate mixed-use contexts, including with employment, local centre and community uses at the level of the neighbourhood, block and individual building.

HOU1 Objective 5:

To ensure the provision of high-quality public, semi-private and private open space and green infrastructure for all residential developments.

HOU1 Objective 6:

To protect the amenity of existing residential development through ensuring adequate separation distances, appropriate heights, and compatible uses on adjoining sites.

HOU1 Objective 7:

To explore the potential for development of Council-owned land within City Edge, to include the preparation of a masterplan for residential-led mixed use development on Council lands at Ballymount, thereby facilitating a coordinated approach to redevelopment.

HOU1 Objective 8:

To ensure that all social housing units delivered through Part 5 agreements within the City Edge area are fully integrated within residential developments and that residents have equal access to all communal areas, facilities, amenities, and shared spaces provided as part of the development.

2.9 SCHOOLS, COMMUNITY, CULTURE AND ARTS FACILITIES

2.9.1 SCHOOLS

Policy COS8 in the Development Plan sets out policies and objectives relating to schools including site identification, cooperating with the Department of Education and Youth, provision in tandem with residential development, an urban schools model, shared school facilities, use of public sports facilities by schools, and access to schools via active travel and public transport. Section 12.8.5 of the Development Plan deals with implementation and sets out issues that should be addressed in planning applications for schools including location, siting, design, access, mobility management and SuDS. Development proposals for schools within City Edge will be required to comply with Development Plan policies and objectives and provide information as per section 12.8.5.

The urban setting of City Edge provides an opportunity for implementation of an urban schools model as referred to in section 8.10.1 of the Development Plan. This involves designing multi-storey schools for restricted sites within urban blocks, where sports and play space may be provided through creative design e.g on terraces, and where larger sports and play spaces may be off-site e.g. in a local park or shared with other uses e.g. public sports hubs. Access via walking, cycling and public transport will be paramount; ample bike parking will be required, and car parking will be very limited.

Calculation of schools requirement for City Edge PDAs is based on the Department of Education and Youth metrics which assumes 10.5% of the population require a primary school place and 7.5% of the population require a secondary school place. In addition, 3% of the total school places are required to accommodate students with special education needs within the main schools, and 1% of the total school places are required to be allocated for dedicated special education needs schools. Six schools are proposed within the SDCC City Edge PDAs to cater for both the primary and secondary school needs of new communities over the coming decades. This breaks down as three schools within Greenhills PDA, two within Red Cow & Cherry Orchard PDA and one within Long Mile PDA (see Table 8 below). This does not account for any future development outside PDAs which may require additional provision. Existing schools in the surrounding area are also likely to meet some of the future demand for school places. All consideration of future need will be undertaken in consultation with the Department of Education and Youth.

Locations for schools are highlighted within the layouts for each PDA, and a transfer of school sites to the Department of Education and Youth is required as a phasing element in Section 4 - Implementation, to ensure population growth is catered for. Proposed school sites can only be relocated within each PDA.

Policy SCCA1: Schools

Ensure adequate school sites are identified to cater for the new communities within City Edge, and transferred to the Department of Education and Youth, in accordance with phasing and in tandem with population growth.

SCCA1 Objective 1:

To continue to engage with the Department of Education and Youth regarding schools need, while actively monitoring planning applications, construction activity and population growth in the area, taking into account latent capacity in existing schools in the wider area and special education needs requirements.

SCCA1 Objective 2:

To ensure new schools are located in central areas with optimal safe walking, cycling and public transport access and adequate sheltered bicycle parking.

SCCA1 Objective 3:

To implement an urban schools model where access to play space and sports facilities is provided through innovative design and/or in identified off-site locations, which are easily accessible by walking and cycling.

SCCA1 Objective 4:

To promote the co-location of schools with community facilities to maximise shared use, enabling flexible use of spaces for educational purposes during school hours and for after-school community activities thereafter.

SCCA1 Objective 5:

To engage with the Higher Education Authority (HEA) and the Department of Further and Higher Education, Research, Innovation and Science to support, promote and facilitate the location of third level education facilities within City Edge.

2.9.2 COMMUNITY FACILITIES

'Community facilities' in this context refers to community centres, childcare, primary care centres and other facilities such as libraries and spaces for enterprise. Such resources will be particularly important in City Edge in the context of providing a focus for the integration of new and existing urban communities. Policy COS2 in the main Development Plan written statement supports 'the planned provision of a range of universally accessible and well-connected social, community, cultural and recreational facilities, close to the communities they serve'. This approach will govern the provision of community facilities within City Edge.

The standard for the provision of community centres, primary care centres and childcare facilities within City Edge is as per the Development Plan requirement:

> **Community Centres** – 1 large multifunctional centre of approximately 1,200-1,800 m^2 per 8,000 population and / or smaller local community centres (350-650 m^2) as may be identified by the local authority to meet local need.
>
> **Primary Care Centres** – 1 centre per 7,000-10,000 population in accordance with Department of Health standards.
>
> **Childcare Facilities** – 1 facility providing for 20 places per 75 dwellings in new residential areas in accordance with the Childcare Facilities Guidelines for Planning Authorities (2001), subject to certain flexibility which may be applied under Circular PL3 / 2016 (or as updated).

A total of 10 multi-functional community facilities, to potentially provide for both community and cultural facilities (including community centres, childcare, primary care centres, arts, culture, theatre, or library space (where relevant reflecting the above standards), are proposed across the three PDAs and their indicative locations are identified within each PDA layout. These will be delivered and managed by a range of stakeholders both public and private. Alternative locations will also be considered based on proximity to regeneration, access to public transport and catchment. Provision relating to culture and the arts is also dealt with in the next section.

Childcare facilities will generally be delivered as part of residential schemes, in accordance with the requirements of the 'Childcare Facilities; Guidelines for Planning Authorities' (2001), as updated by Government circulars, etc.

Healthcare facilities, including the delivery of community-based primary care facilities, will be planned in consultation with the Health Service Executive (HSE), and other relevant statutory and voluntary agencies.

Community and cultural facilities will need to be provided in tandem with development, in accordance with phasing requirements. This does not account for any development outside PDAs which may require additional provision. City Edge provides an opportunity for the design of urban format community and cultural facilities as part of larger blocks, optimising space usage through multi-functional buildings and spaces, and for co-location with schools and parks, etc.

Table 8: Quantum of Schools and Community and Cultural Facilities Provision.

PDA	Schools	Community and Cultural Facilities
Red Cow & Cherry Orchard	2	4
Long Mile	1	2
Greenhills	3	4
Total	**6**	**10**

Policy SCCA2: Community Facilities

Provide for community facilities within City Edge in tandem with development, and in accordance with City Edge Phasing requirements and Development Plan standards.

SCCA2 Objective 1:

To ensure community facilities are centrally located in areas with optimal safe walking, cycling and public transport access.

SCCA2 Objective 2:

To require urban format community facilities and to promote co-location and sharing with other facilities such as schools and parks. Where applicants do not propose co-location and/or sharing of facilities, a detailed justification must be provided.

SCCA2 Objective 3:

At the discretion of the Council, residential or mixed-use developments may be required to provide a pro rata contribution towards the provision of a community facility in line with the Council's Development Contribution Scheme or any future special contribution scheme.

2.9.3 CULTURE AND THE ARTS

In new urban quarters such as City Edge, culture and the arts have the potential to help build the evolving identities of places and neighbourhoods and to help integrate new and existing communities. The creative economy has also become an important source of income and jobs, promoting cultural diversity and social inclusion and empowering small start-ups and freelance creatives. Appropriate spaces for culture and the arts will be essential to facilitate community engagement and participation and to accommodate creative communities.

The layouts for the PDAs identify locations for community facilities which can incorporate culture and arts infrastructure. Co-location of culture and arts infrastructure with other community facilities is desirable from the perspective of creating a critical mass of complementary uses, with each generating footfall at different times, while also offering the opportunity to share facilities such as toilets and recreation spaces. Larger-scale culture and arts venues also have the potential to become anchor uses that can act as place-shaping catalysts for regeneration of entire areas and to support the nighttime economy. Within a largely industrial area such as City Edge, there is also scope for some vacant or underused buildings to accommodate arts and culture as meanwhile uses; however, this is in the context of adequate permanent provision being planned for and provided. Culture and arts infrastructure can sit within mixed-use buildings or blocks that incorporate other uses such as residential, employment and other community uses.

Co-location of arts facilities with other SDCC infrastructure such as libraries and enterprise centres is recognised by the SDCC Libraries Service and Arts Office as a model that offers particular potential for developing the arts in City Edge. There is potential for a facility comprising a co-located library/arts centre or arts hub facility to serve the Red Cow and Greenhills area. Further co-location could take the form of a music centre and arts hub in areas within City Edge where community access to the arts may be underserved. Facilities for circus, street performance and spectacle is also a growing area in need of facilities, which could be accommodated as meanwhile uses in industrial or warehouse buildings on an interim basis with longer term ambition for dedicated provision. Provision within City Edge will be informed by any future arts infrastructure strategy.

The County Development Plan includes many policies relating to culture and the arts. Policy COS11 commits to facilitate and support the continued development of arts and culture within the County and includes objectives to work with stakeholders, to support the long running 'Percent for Art' Scheme and to require developments above certain thresholds to include a physical artistic feature. Other objectives seek to ensure art is accessible to all members of the community, and to facilitate the use for community arts in vacant or unused council premises, where suitable.

Policy SCCA3: Culture and the Arts

Ensure the provision of appropriate spaces for culture and the arts, in tandem with development, in accordance with the phasing strategy in Chapter 4 - Implementation.

SCCA3 Objective 1:

To support the location of arts and cultural uses (including anchor uses) in local centres in order to act as a catalyst for placemaking and the nighttime economy, and to promote urban-format buildings and co-location with other community facilities, employment and residential uses. Where applicants do not propose co-location and/or sharing of facilities, a detailed justification must be provided.

SCCA3 Objective 2:

To support arts and cultural meanwhile uses, including the use of vacant or underutilised buildings, while ensuring that adequate permanent provision is planned for and ultimately delivered.

SCCA3 Objective 3:

To support the SDCC Arts Office and Library Service in the Implementation of a county-wide Arts Infrastructure Strategy, which includes consideration of existing and future provision and requirements within City Edge.

SCCA3 Objective 4:

At the discretion of the Council, residential or mixed-use developments may be required to provide a pro rata contribution towards the provision of an arts or cultural facility in line with the Council's Development Contribution Scheme or any future special contribution scheme.

2.10 LOCAL CENTRES AND RETAIL

A local centre is a focus for human activity which can include recreation, arts, culture and retail as well as a location for living and working. Good placemaking is essential for successful local centres and this can be achieved by an appropriate mix of uses, fine urban grain, quality public realm, day and nighttime activities and pedestrian priority. The idea is to create an attractive place for people to meet, shop, eat and access services.

The Development Plan Core Strategy describes how the County is underpinned by an urban hierarchy including towns and traditional villages, supported by a range of district and local centres. The Plan '*supports the consolidation of these key urban areas with more local day to day services focused within local centres as the Plan strives towards a 10-minute settlement concept in line with the provisions of the RSES*'. The Plan also contains policies and objectives regarding protecting the vibrancy and vitality of existing urban centres within the County (QDP1 Objective 3); while Policy QDP1 Objective 4 seeks '*to reinforce the network of urban centres as the appropriate locations for new mixed-use development*'. Policy EDE14 Objective 1 seeks '*to support the development and enhancement of local centres as sustainable, multifaceted, retail led mixed use centres*'; and Policy QDP5 Objective 1 highlights the need to ensure all identified centres are accessible '*from the surrounding catchment area through public transport provision, sustainable transport infrastructure including cycling and walking*'.

All of the above aspirations for existing urban centres will also apply to the new local centres within City Edge.

Within City Edge, the intention is for a proportionate provision of retail within the proposed local centres, in tandem with the development of floor space for other uses. While retail will be channelled into local centre areas, retail warehousing will be more suited to areas identified for other land use types such as Industry that have both good public transport and road connectivity.

There are 4 new local centres proposed within the SDCC Priority Development Areas as follows:

- **Knockmitten** (within Red Cow & Cherry Orchard PDA)
- **Killeen** (within Red Cow & Cherry Orchard PDA)
- **Calmount** (within Greenhills PDA)
- **Walkinstown** (within Greenhills PDA – extension westwards of existing Walkinstown Local Centre).

Within the DCC area the City Edge Strategic Framework (2022) also identified the need for 3 urban centres within the DCC area: A major centre along the Naas Road/Kylemore Road focused on the existing Kylemore Luas stop; a major centre focused on the proposed new Kylemore train station; and a local centre close to Inchicore.

City Edge will require a mixed retail offer, capable of meeting the needs of the residents and employees who will use the area every day. This will include a mix of convenience offers (food stores, newsagents etc), food and beverage outlets, everyday goods (clothing, homewares, etc.) and opportunities for retail linked to the wider business offer.

Placemaking principles, that planning applications within proposed local centre areas must adhere to in order to achieve successful new local centres within City Edge, are set out below.

City Edge Local Centres – Placemaking Principles

Planning applications for development within local centres areas in City Edge will be required to submit a **Placemaking Statement** demonstrating how the proposal addresses the following elements:

- Quality public realm and high standard of urban design, creating safe and attractive streets and urban squares / community parks
- Adaptable active frontages, fine urban grain and opportunity for architectural quality, including feature or landmark buildings
- Mixed uses including retail, employment, civic, community, culture, recreation and residential, creating vibrancy
- Day and nighttime uses promoting vitality and safety
- Potential for anchor uses such as major arts, cultural, civic, educational or retail buildings, which may be a catalyst for further investment
- Accessibility via public transport and active travel links
- Universal design to facilitate access for all.

Policy LCR1: Local Centres and Retail

Support the development of new and extended local centres within the City Edge area, as follows:

- Walkinstown (extension of existing centre westwards – Greenhills PDA)
- Calmount (Greenhills PDA)
- Knockmitten (Red Cow & Cherry Orchard PDA)
- Killeen (Red Cow & Cherry Orchard PDA)

LCR1 Objective 1:

To recognise proposed local centres as the preferred locations for retail, commercial, leisure, entertainment, civic, public service, community and cultural uses within the City Edge area, and to apply a sequential approach for such development proposals as appropriate.

LCR1 Objective 2:

To promote the quality, ambiance, vibrancy and vitality of the proposed City Edge local centres through implementation of the placemaking principles set out above.

LCR1 Objective 3:

To require a proportionate provision of retail floor space within the proposed local centres, in tandem with the development of residential, employment and other floor space.

LCR1 Objective 4:

To attract anchor uses such as major arts, cultural, educational or civic infrastructure to locate in local centre areas, a bonus plot ratio of up to 15% may be applied at the discretion of the Planning Authority where the developer provides such a use as part of a mixed-use development.

LRC1 Objective 5:

To support the development of identified major and local centres within the Dublin City Council area of City Edge.

LCR1 Objective 6:

To promote the clustering of retail warehousing in areas outside local centres.

2.11 EMPLOYMENT

The City Edge area is currently home to approximately 1,500 businesses hosting circa 25,000 jobs and accounting for around 4% of Dublin's employment. Most existing employment is industrial in nature including automotive, wholesale/retail, warehousing and logistics. An existing land-use analysis of the Priority Development Areas (PDAs) was carried out during 2024 and 2025. This found that over 55% of the land use of the **Greenhills PDA** comprises industry and warehousing, with office, retail and commercial comprising a further 35%. **Long Mile PDA** has a high proportion of automotive related uses with 63% of land use occupied by auto dealerships or maintenance (note that this figure is somewhat skewed by car parking/storage taking up significant space). Office, warehouse and commercial together take up another 28% of land in Long Mile. The automotive industry is also a significant land user within **Red Cow & Cherry Orchard PDA** with almost 40% of land given over to uses including auto dealerships, auto maintenance and garages. Other major land uses are commercial and retail at 18% and 17%, respectively.

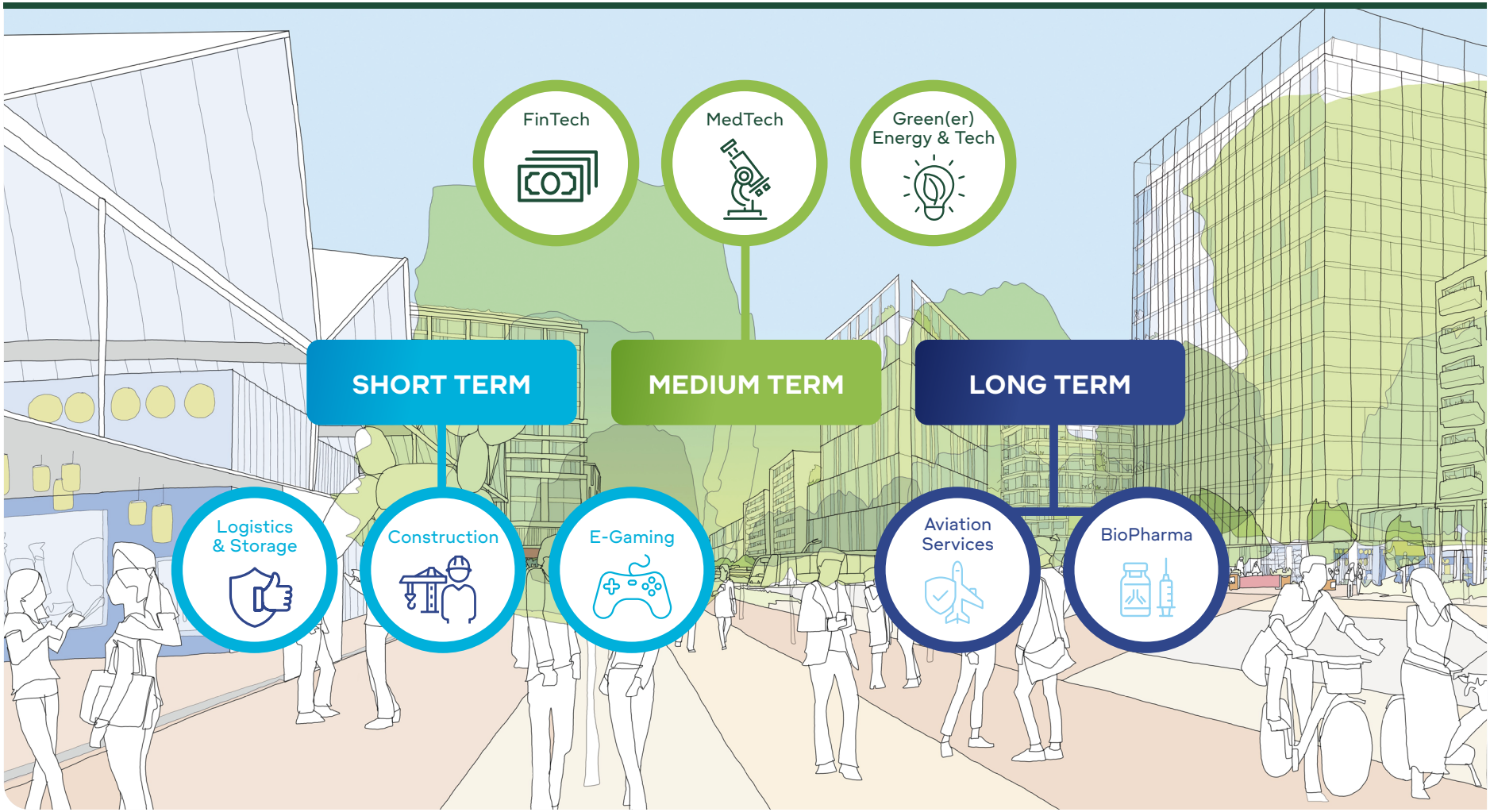
One of the strategic objectives of the City Edge Strategic Framework (2022) is to '*create a resilient and diverse employment offer with scope for up to 65,000 - 75,000 jobs*'. This has been carried forward within this SURF through the overarching strategic objective to '*facilitate employment in mixed use contexts along with intensification and diversification into emerging sectors while protecting the existing employment function of City Edge*'.

The South Dublin County Development Plan zones the majority of land in the City Edge area as 'REGEN' to allow mixed use employment and residential schemes to come forward and facilitate regeneration. All of the PDAs are zoned REGEN. The employment spine running parallel to the M50 is zoned 'EE' (Enterprise and Employment) which will allow the continuation of more industrial type employment in this area, with scope for intensification and upgrading to more urban industry style formats, in line with the City Edge aspiration.

The strategy for employment within City Edge is to support diversification into new sectors, whilst allowing the expansion of existing established businesses and sectors (subject to the standard planning consents, environmental and amenity considerations, and Development Plan and SURF objectives). Avison Young Real Estate Consultants conducted the economic analysis that informed the City Edge Strategic Framework (2022) and also contributed to the additional guidance that now informs this SURF. That analysis found that achieving a resilient and diverse employment base will require the retention of some existing industry along with the introduction of new urban industry workspaces, innovation spaces, local services and high-density office employment. Place-shaping will also play a key role in attracting higher density employment uses.

The analysis sets out short, medium and long terms goals in terms of the types of employment uses /sectors to be retained and attracted within City Edge over the coming decades. Expected growth areas in the short terms are Logistics and Storage, Construction and E-Gaming. Medium term growth areas identified are Fin Tech, Med Tech and Green Energy and Tech. In the longer term, Aviation Services and Bio Pharma are predicted to be areas that will expand.

In addition to supporting existing employment types, the SURF supports new and emerging sectors that may develop in the short, medium and long term.



City Edge will be a mixed-use area with the potential for employment uses throughout. Areas identified for **Urban Industry** are areas that will continue to accommodate more traditional industrial uses such as logistics and warehousing, albeit with potential for consolidation and upgrading of the public realm and amenities on offer. In **Employment-Led Mixed-Use** areas, **Residential-Led Mixed Use** areas, and **Local Centres**, employment uses such as office and urban workspace, that can co-exist beside more sensitive uses such as residential, will be supported, with different proportions of employment vis-a-vis other uses supported depending on the dominant land use type envisaged for the area (for example, Employment-Led Mixed-Use Areas will have a higher proportion of employment). Section 12.9 of the 'Implementation' chapter of the Development Plan 'Economic Development and Employment' sets out detailed criteria for development within Regeneration zones and within Enterprise and Employment zones. These criteria will continue to apply within the City Edge area.

Criteria for Employment and other Non-Residential Floor Space in Proposed Developments within City Edge

In order to contribute towards the creation of a resilient and diverse employment offer with scope for between 65,000 - 75,000 jobs across the City Edge wide area, this SURF sets out ambitious targets for employment growth within each of the PDAs based on the projected population growth and applying a labour force participation rate of 65.8% and a Jobs Ratio ranging from 0.7 to 0.9 for more high-intensity employment areas/uses.

Criteria for Employment:

The Planning Authority will consider the extent of required non-residential floor space in a proposed development having regard to the projected population arising from a proposed development and its contribution towards the overall employment floor space target for each neighbourhood area set out in the Tables for each PDA in Chapter 3 and subject to the following:

Sites under 1 hectare:

The development must provide at least the same amount of non-residential floor space that currently exists on the site, there can be no net loss.

If more existing compatible floor space is demolished than required:

If the demolished non-residential floor space (that is compatible with SURF land-use policy) is greater than the minimum required based on the population arising from the proposed development, the applicant must still meet the minimum floor space requirement based on the project population arising from the proposed development.

Applicants must show they meet the minimum employment floor space to population requirements set out for each PDA/ Neighbourhood area unless the applicant can justify a reduced amount to the satisfaction of the Planning Authority, based on the following criteria:

Amount and type of floor space being demolished:
If the site currently has a small amount of non-residential floor space (less than 30% site coverage) and/or uses that are not compatible with SURF, the Authority may allow a reduced requirement.

a. **Quality and economic value of proposed uses:** If the development includes high-value non-residential uses, the Authority may allow a reduction.

b. **Location and size of the site.**

c. **Street frontage quality:** High-quality commercial frontage may support a reduction in required floor space.

d. **Amount of non-residential floor space already built within the PDA:** If the applicant shows that the PDAs has already exceeded its minimum target, a reduction may be considered.

e. **Off-site non-residential floor space delivered by the applicant** within the City Edge area since the SURF was adopted.

f. **Relocation of existing compatible businesses:** If the applicant provides suitable space for relocating an existing SURF-compatible business within City Edge area, and can confirm that relocation, the Authority may allow a reduction.

g. **Preference for clustered employment uses** within mixed-use developments.

Policy EMP1: Employment

Support the role of City Edge as an important location for current and future employment uses in the Dublin region.

EMP1 Objective 1:

To support existing businesses wishing to remain within the City Edge area and expand in their current locations, subject to standard planning assessments and ensuring that the overall land use of the area aligns with the PDA objectives.

EMP1 Objective 2:

To support existing employment uses including their integration into new schemes along with diversification into new and emerging sectors within the City Edge area.

EMP1 Objective 3:

To promote more intensive employment opportunities including intensification of existing employment uses in proximity to public transport hubs and local centres providing access and facilities for employees.

EMP1 Objective 4:

To promote the clustering of less intensive employment uses such as warehousing and distribution near national and regional roads to facilitate access and connectivity for freight.

EMP1 Objective 5:

Locations identified for Employment-Led Mixed Use within areas zoned 'Regen' in the City Edge area shall consist of lighter uses, including Office, Urban Industry and Urban Workspaces where the potential for noise pollution, air pollution or other nuisance will not exceed acceptable environmental standards, in the context of the potential for residential and other sensitive uses in close proximity.

EMP1 Objective 6:

Locations identified for Industry within areas zoned 'EE' in the City Edge area shall consist of uses such as light and heavy industry, manufacturing (including advanced manufacturing), warehousing, distribution and production. Development shall provide appropriate buffers / safeguards to adjoining areas with more sensitive uses such as residential.

EMP1 Objective 7:

The Planning Authority will consider the extent of required non-residential floor space in a proposed development having regard to the criteria set out above.

EMP1 Objective 8:

To promote adaptable design for employment units which facilitates flexible use.

EMP1 Objective 9:

To promote the development of employment clusters in mixed use contexts and in locations such as minor streets.

EMP1 Objective 10:

To promote a regional approach to the zoning of land for industrial purposes to facilitate the relocation of existing industrial uses from City Edge and other brownfield regeneration areas to less central locations.

EMP1 Objective 11:

To ensure that all development proposals for expansion of existing or for new employment uses including industrial uses contribute to placemaking and amenity.

EMP1 Objective 12:

To support existing enterprise operations and new enterprise activities, through the provision of flexible employment space and encouraging co-location with other uses including community facilities.

2.12 NATURAL INFRASTRUCTURE AND OPEN SPACE

2.12.1 THE ROLE OF NATURAL INFRASTRUCTURE AND PUBLIC OPEN SPACE

Natural infrastructure and public open space play an essential role in terms of ecology and biodiversity, active and passive recreation, and as a focal point for social interaction. They bestow physical and mental health benefits, are an important element in sustainable drainage and climate action, can act as a focus for culture and the arts, and are essential to healthy placemaking and visual amenity. In order to fully benefit communities, public open space must be located within easy walking or cycling distance of homes and places of employment, have a good range of amenities appropriate to size and location and have a high standard of design and landscape presentation. Public open space should connect to other green spaces via street greening, greenways, and other green links, and interact with well-used buildings. Larger parks should have space for nature, easy public transport access, more active recreation amenities, and may have built, cultural or natural heritage features.

The spatial layout for City Edge has been designed with existing blue and green infrastructure as a fundamental starting point. Building on this, four major parks are proposed – two new parks and two enhancements of existing parks: New linear parks will be centred on the Grand Canal and River Camac and its tributaries, while the existing Walkinstown Park and Lansdowne Valley Park (both within the DCC area) will be extended and upgraded. At the neighbourhood level, the layouts for the PDAs have been designed with community parks provided throughout in order to meet local need. A series of greenways and green corridors are also proposed, threaded throughout the City Edge area. The most ambitious of these is a greenway that will link Tymon Park with Phoenix Park. At the level of individual residential developments, on-site public, communal and private amenity space will be provided. Major parks, community parks, green corridors and greenways are a phasing requirement for each PDA / neighbourhood within a PDA.

2.12.2 HIGH-LEVEL PLANNING OF NATURAL INFRASTRUCTURE AND PUBLIC OPEN SPACE FOR CITY EDGE

The City Edge Strategic Framework (2022) sets out an objective to achieve 50% green cover over the lifetime of the regeneration project. This will be achieved incrementally and over time via a wide variety of different types of green cover including major parks, community parks, green corridors, greenways, SuDS, on-site public open space, communal open space, private open space, tree canopies, green roofs, green walls, etc.

In the context of City Edge straddling two local authority administrative areas, differences between standards had to be resolved in the first instance when planning for open space provision within City Edge. The DCC Development Plan has a slightly higher minimum standard of open space provision at 2.5 ha per 1,000 population, while the SDCC standard is 2.4 ha per 1,000 population. As the open space catchment is City Edge wide, the higher 2.5 ha per 1,000 was applied across the overall project area.

The City Edge Strategic Framework (2022) 50% green cover target and the 2.5 ha public open space per 1,000 population are metrics that have been applied in the high-level planning and vision for the overall area and ultimate build-out of City Edge to the year 2070. As such, it would not be appropriate to apply these at the level of the individual planning application. Other metrics, as set out below, will be used at this finer level of detail including requirements for community parks and on-site open space. Provision of parks is also an element in the phasing strategy. This will ensure that open space delivery is aligned with growth and that adequate residential amenity is provided.

It is not envisaged that all public open space requirements can be met within the PDAs, and open spaces nearby will also be necessary to support their requirements. Some of these spaces already exist, such as Lansdowne Valley Park, Walkinstown Park and Tymon Park (the latter is outside, but directly adjoins, the City Edge area to the south) whilst others will need to come forward in time to support growth, over the longer term.

Table 9: Open Space Demand and Provision.

		Demand	Provision Breakdown		
PDA	**Indicative population (mid-point)**	**Open space demand (ha) (demand based on 2.5 ha per 1000 population)**	**Strategic natural infrastructure* (ha) (within PDAs)**	**Community Parks (ha)** (demand based on 3.5m² per person)**	**Other open spaces (ha) (to be provided as further community parks/within development/across wider area)**
Red Cow & Cherry Orchard	8,494	21.2	5.7	2.9	12.6
Long Mile	4,751	11.9	2.7	1.7	7.5
Greenhills	11,645	29.1	3.4	4.0	21.7
SDCC total	**24,890**	**62.2**	**11.8**	**8.6**	**41.8**

Note: *Strategic Natural Infrastructure refers to natural infrastructure presented as 'area-wide', with community parks in addition to this.

2.12.3 MAJOR PARKS

Four major parks are proposed / to be enhanced across the City Edge area:

- Proposed Grand Canal Linear Park
- Proposed Camac Valley Linear Park
- Enhancement of Walkinstown Park
- Enhancement of Lansdowne Valley Park.

Two of these will be new linear parks, focused on the existing blue-green infrastructure of the Grand Canal and River Camac and its tributaries. These straddle the SDCC/DCC areas. The two existing parks which are proposed to be extended and enhanced – Walkinstown Park and Lansdowne Valley Park are in the DCC area. However, Walkinstown Park borders the SDCC area and both parks will serve the wider City Edge area. The City Edge Strategic Framework (2022) sets out the potential for each of these parks to be multi-functional while emphasising the possibility for each to have a particular character and focus such as ecology, woodland, wetland, arts, culture, heritage, events, etc. Design of these parks may also include small scale pedestrian/cycle bridges/crossings. The existing SDCC regional Tymon Park immediately to the south of Greenhills PDA will also provide amenity and recreational opportunities for future residents, workers and visitors. A feasibility study for the first major park within City Edge will be undertaken, examining aspects such as vision, high-level concept plan, delivery strategy, high-level cost benchmarking and funding opportunities. Bonus plot ratio increases and/or flexibility around mix of use targets will be considered at the discretion of the Council, where part of a major park is delivered. It will be at the discretion of the Planning Authority to accept a financial contribution in lieu of delivery of part of a major park, linear park or greenway in accordance with the Council's Development Contribution Scheme or any future special contribution scheme.

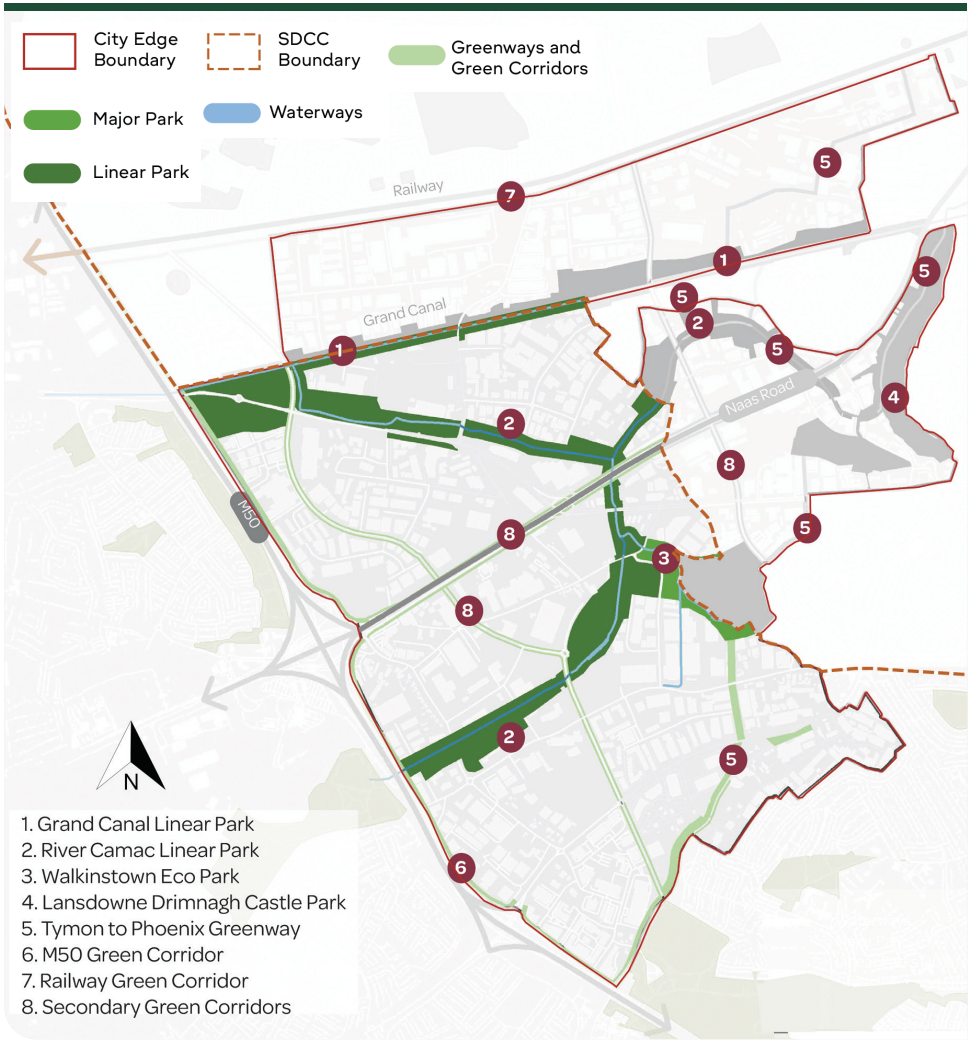


Figure 10: Natural Infrastructure Strategy.

2.12.4 COMMUNITY PARKS

A community park is the equivalent of a small park or local park as set out in the CDP open space hierarchy. Community parks may manifest in a variety of forms, accommodating different characters of programme within them, and relating in different ways to their immediate context. In all cases they should form part of the wider green network, incorporate a range of activities including active and passive recreation, act as a focal point, and offer a high standard of landscape presentation.

Community Parks in Local Centres

Community parks in local centres should focus on creating multi-functional spaces for activities that support and augment the centre, including:

- Incorporating flexible community event spaces, civic squares and social spaces
- Multi-functional green space that can accommodate places to sit.

In locations at the heart of the centre, the community park may be connected with the active ground floor spaces in adjacent buildings and form an urban square that supports activity within the centre. This may incorporate hard and soft spaces to create places to sit, dwell and meet but also to include greening. Such spaces should be well-lit, overlooked and activated on all sides.

Community Parks in Residential-Led Areas

Community parks in residential-led areas should focus on providing natural habitat alongside informal active amenity spaces for all ages. These public spaces should support neighbourhood life and well-being with a range of physical and social activities including places for children to play, exercise opportunities, food growing areas, as well as more formal spaces for local community events and gatherings.

Community Park Delivery

Indicative community park locations are shown on Figure 11 and indicative sizes are shown in Table 10. Each neighbourhood within a PDA will have at least one community park, with a target size responding to envisaged population. This was calculated by allocating of a minimum of $2m^2$ per person, with a target of $3.5m^2$ per person, and allowing approximately 5 – 10% of the urban block area, resulting in community parks of generally 0.2 ha to 5 ha in size. The precise location, shape and size of the community parks is considered flexible, but subject to certain requirements, as outlined in the criteria below.

Community parks may be delivered as part of one overall development or require a coordination between sequential / adjoining schemes. Given that not all developments will be large enough to practicably deliver a community park, as part of their commitment to the neighbourhood, developers will need to put forward proposals to contribute towards a community park as part of a neighbourhood-wide masterplan or framework design to ensure an equitable and functional outcome. Community park provision is a phasing element within each PDA. Where a development site contributes a significant proportion of land relative to site size towards provision of part of a major park, linear park or greenway, the community park requirement may be calculated at the lower end of the range i.e. $2m^2$ per person. Any shortfall will require a contribution in lieu, where appropriate.

It will be at the discretion of the Planning Authority to accept a financial contribution in lieu of delivery of a community park in a neighbourhood in accordance with a Development Contribution Scheme or any future special contribution scheme.

Bonus plot ratio increases and/or flexibility around mix of use targets will be considered at the discretion of the Council, subject to the following criteria:

- Provision of a significant part of a major park or community park, or greenway or green corridor.
- The provision of an exemplar development with reference to other planning requirements such as placemaking and amenity.

City Edge Boundary
SDCC Boundary
Proposed Urban Block
Strategic Natural Infrastructue
Red Cow & Cherry Orchard PDA
Long Mile PDA
Greenhills PDA
Indicative Community Park Locations

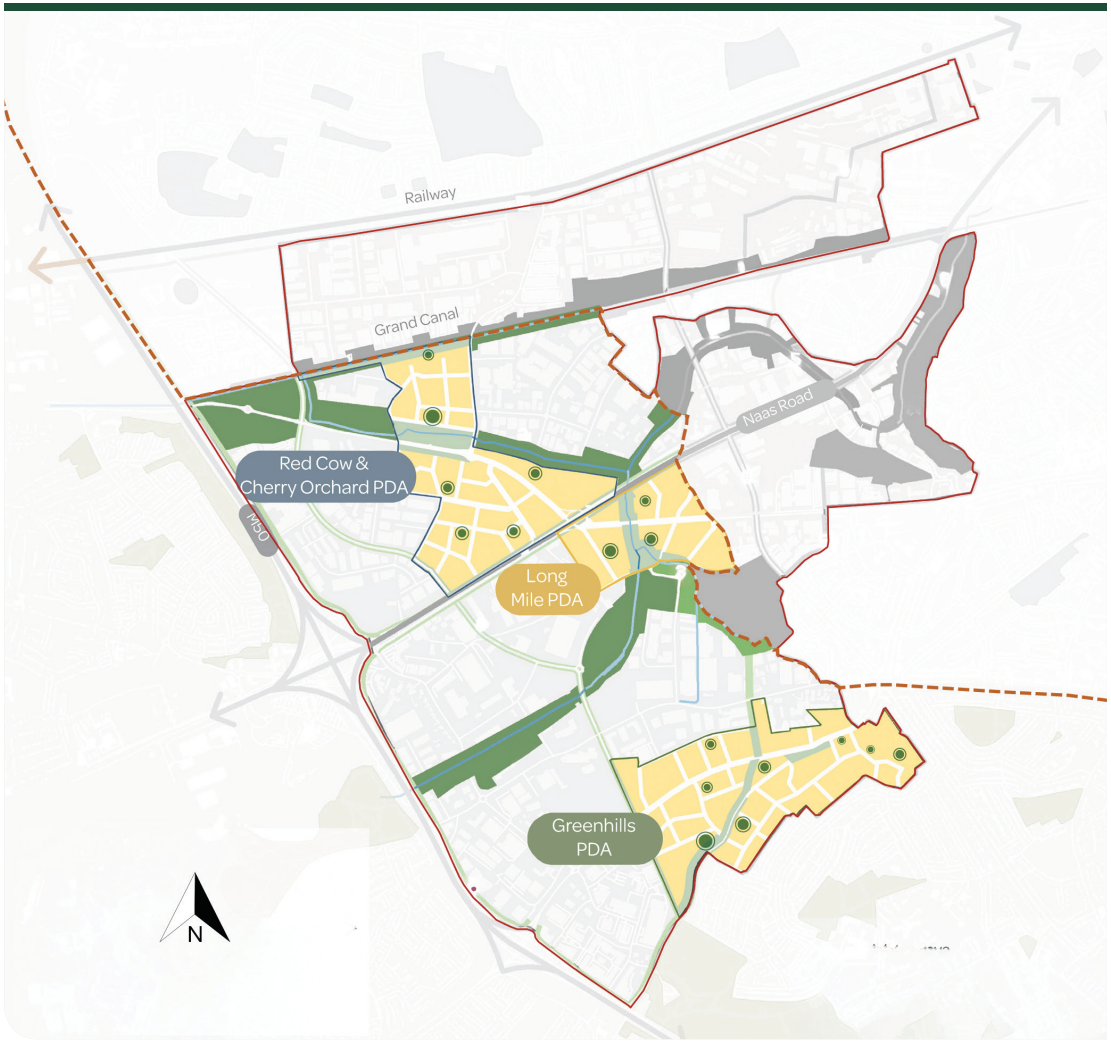


Figure 11: Community Parks Illustrative Locations.

Table 10: Approximate Community Park provision in each neighbourhood proposed at 3.5 m^2/person.

Red Cow & Cherry Orchard PDA	
Neighbourhood 1	0.6 ha
Neighbourhood 2	0.6 ha
Neighbourhood 3	0.6 ha
Neighbourhood 4	0.5 ha
Neighbourhood 5	0.6 ha
Total	**2.9 ha**

Long Mile PDA	
Neighbourhood 1	0.7 ha
Neighbourhood 2	0.4 ha
Neighbourhood 3	0.6 ha
Total	**1.7 ha**

Greenhills PDA	
Neighbourhood 1	1.4 ha
Neighbourhood 2	0.7 ha
Neighbourhood 3	0.6 ha
Neighbourhood 4	0.7 ha
Neighbourhood 5	0.6 ha
Total	**4 ha**

Criteria for the Location, Design and Delivery of Community Parks

- Distribute community parks equitably across areas of redevelopment to ensure adequate provision and easy access.
- Relate community parks to other green infrastructure either through direct links or along green street connections and ensure permeability from adjoining lands.
- Locate community parks in relation to area-wide drainage, having regard to the surface water management plan, with opportunities to employ SuDS natural drainage solutions to slow the passage of surface water to waterways.
- Community parks should incorporate a range of activities including children's play, active and passive recreation, act as a focal point, offer a high standard of landscape presentation and form part of the wider green network.
- It will be at the discretion of the Planning Authority to accept a financial contribution in lieu of delivery of a community park in a neighbourhood in accordance with the Council's Development Contribution Scheme or any future special contribution scheme.

2.12.5 ON-SITE PUBLIC OPEN SPACE

Residential developments or developments with a residential element will be required to provide on-site public, communal and private amenity space in accordance with the criteria below.

In addition, applicants for relevant developments within City Edge will also be required to demonstrate that they meet Green Space Factor (GSF) requirements as set out in Chapter 4 'Green Infrastructure' of the Development Plan. The GSF prioritises the retention and enhancement of existing green infrastructure features within a subject site, whilst also ensuring that new development incorporates new landscaping and GI features.

Criteria for On-Site Public Open Space

- Public open space should be provided on site at a minimum rate of 10% of net site area for residential schemes or schemes with a residential element. This accords with the 'Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities' (2024) and County Development Plan requirement for areas zoned REGEN (which applies to all the City Edge PDAs).
- It will be at the discretion of the Planning Authority to accept a financial contribution in lieu of all or part of the on-site 10% public open space where sites are in close proximity to delivered community parks, or in close proximity and easily accessible to existing major parks, or on constrained sites.
- On-site public open space must meet design requirements including easy access, passive surveillance, good landscape presentation, and provision of children's play facilities.
- Sites that contain significant heritage, landscape or recreational features may be required to provide a higher proportion of on-site public open space.
- At the discretion of the planning authority, all or part of the 10% on-site public open space requirement can be incorporated within community park provision where a developer provides all or part of a community park that is directly adjacent to a development.
- For clarity, communal open space and private open spaces should be provided as per the requirements of the 'Sustainable Urban Housing: Design Standards for New Apartments' (2023).

Policy NIOS1: Natural Infrastructure and Open Space

To provide a network of multi-functional natural infrastructure including major parks, community parks, green corridors, greenways and on-site public open space which provides for biodiversity and nature restoration, active and passive recreation, and sustainable drainage and placemaking.

NIOS1 Objective 1:

Major, linear and community parks, green corridors and greenways shall be provided at a rate of 2.5ha per 1,000 population. This is a phasing requirement for each Priority Development Area (PDA) / neighbourhood within a PDA.
The Council has the discretion to accept a financial contribution in lieu of any remaining open space requirement to achieve the overall standard in accordance with SDCC DCS.

NIOS1 Objective 2:

To complete a feasibility study for the first major park within City Edge.

NIOS1 Objective 3:

To deliver major parks within the City Edge are as follows:

- A linear park focused on the River Camac and its tributaries
- A linear park focused on the Grand Canal
- Enhancement of Walkinstown Park (DCC area) including extension into the SDCC area
- Support for the enhancement of Lansdowne Valley Park (DCC area).

In addition to the riparian buffer and the required setback from the Grand Canal pNHA, developers of lands adjoining watercourses will be required to demonstrate how they will contribute towards the delivery of a major park at strategic locations, in accordance with objective NIOS1 and 2 above.

NIOS1 Objective 4:

To deliver a network of community parks in tandem with population growth with a target size of 3.5m^2 per person.

NIOS1 Objective 5:

To develop a network of greenways and green corridors throughout the City Edge area including the strategic Tymon to Phoenix Greenway.

NIOS1 Objective 6:

Bonus plot ratio increases and/or flexibility around mix of use targets will be considered at the discretion of the Council, subject to the following criteria:

- Provision of a significant part of a major park or community park, or greenway or green corridor.
- The provision of an exemplar development with reference to other planning requirements such as placemaking and amenity.

NIOS1 Objective 7:

To provide green infrastructure measures such as street trees, green walls and roofs and sustainable urban drainage systems (SuDS) throughout the City Edge area.

NIOS1 Objective 8:

Applications within City Edge for residential development or mixed-use development incorporating residential, shall provide a minimum of 10% of the net site area as on-site public open space. Sites that contain significant heritage, landscape or recreational features may be required to provide a higher proportion of on-site public open space.

The 10% provision shall be provided on site, except in exceptional circumstances, where a contribution in lieu of some or all of this requirement, may be accepted at the discretion of the local authority in particular circumstances including:

- Where the site adjoins a delivered community park or is close to major park, with safe pedestrian connections
- Where the site is constrained
- Where the level of semi-private space is significant.

All sites shall be considered on a case-by-case basis.

NIOS1 Objective 9:

To ensure that all new residential development provides access to parks and open space, in accordance with the requirements of Chapter 3 'Community Infrastructure and Open Space' and Chapter 4 'Green Infrastructure' contained in the County Development Plan, and in accordance with the additional requirements of the City Edge SURF.

NIOS1 Objective 10:

To require the provision of children's play areas as an integral part of the design of new residential and mixed-use developments and community parks, to be addressed as part of a landscape plan.

NIOS1 Objective 11:

To implement Green Space Factor requirements for all relevant development proposals, as per the provision of Policy GI15 'Climate Resilience' of the Development Plan.

NIOS1 Objective 12:

To ensure that tree planting and tree canopy delivery contribute to climate mitigation, urban cooling, biodiversity enhancement and adaptation to climate change throughout the lifetime of the SURF, development within City Edge and each PDA shall align with the Council's Climate Action Plan (2024-2029) and 'Living with Trees' document (2026-2031) or any superseding documents. Tree-planting species type shall form part of the overall approach and monitoring framework.

2.13 SPORTS AND RECREATION

2.13.1 SPORTS HUBS

Sports and recreation provision will be an important component of the community infrastructure to support growth across City Edge and will contribute towards healthy placemaking, as well as providing amenity for residents, workers and visitors. Some limited provision may be appropriate within open spaces; however, over time a series of integrated sports hubs will be necessary to create efficient provision and take pressure off open space and natural infrastructure. The provision of district and regional level sports facilities which could act as catalyst/anchor projects for City Edge will also be facilitated and encouraged.

There is potential for sports hubs to be multifunctional, and to be utilised by different groups of people including adjacent or nearby schools. Sports hubs may incorporate a sports centre to support both outdoor sport and recreation as well as providing indoor facilities. Sports pitches may need to be artificial to optimise their use.

Table 11 outlines the minimum provision of Sports Hubs in tandem with the planned population growth in the PDAs, in addition to location criteria. Whilst the initial intensification of the area will be within the PDAs, it is likely that dedicated spaces for sports and recreation will be more achievable in other areas across or adjacent to City Edge. Sports hubs should be located on an accessible site and as a general preferred outcome, they will be supported in the local centres and adjacent to school sites, encouraging user participation and a locally based community focus. Locations adjacent to sustainable transport corridors and public open space will also be favourable. For other locations, a priority location policy will be implemented. The Council may seek a pro rata contribution towards a planned sports hub in accordance with the Council's Development Contribution Scheme or as part of any future special contribution scheme.

It should be noted that the table only provides for the planned population growth in the PDAs and that future requirements for Sports Hubs will need to be considered as part of any expansion to the PDAs, or as part of any development outside of PDAs.

The delivery of active recreation facilities is a phased requirement for the City Edge Priority Development Areas.

Table 11: Minimum Provision and Location Criteria for Sports Hub Facilities within City Edge PDAs (SDCC Area).

Provision	Location Criteria
Option 1 Provide two local level facilities OR **Option 2** Provide one City Edge level facility capable of serving a number of PDAs The delivered Sports Hub(s) through Option 1 or Option 2 above shall provide a range of active recreation facilities for the emerging communities in the PDAs, such as multi-use playing pitches, athletics facilities, swimming pool, playing courts, sports hall, meeting rooms, gym and complementary floor space required for changing facilities, administration and storage. The Council may seek a pro rata contribution towards a planned sports hub, in accordance with the Council's Development Contribution Scheme or any future special contribution scheme.	• Target catchment size for the proposal (PDA or City Edge wide) • Proximity to the PDAs (if not within one) • Proximity to local centres and schools • Active travel and public transport accessibility • Size of the proposed site • Availability of alternative sites.

Policy SR1: Sports Hubs

Ensure the provision of sport hubs in tandem with residential population growth to serve the identified City Edge Priority Development Areas.

SR1 Objective 1:

To support the location of community sports hubs in the local centres and adjacent to school sites.

SR1 Objective 2:

To facilitate and encourage the provision of district and regional level sports facilities as catalyst/anchor projects for City Edge.

SR1 Objective 3:

Outside of local centres and school sites, the suitability of a location for a sports hub will be assessed having regard to the target catchment size for the proposal (local or PDA level), sustainable transport accessibility, the size of the proposed site, the proximity to the PDAs and the availability of alternative sites.

SR1 Objective 4:

At the discretion of the Council, residential or mixed used developments may be required to provide a pro rata contribution towards the provision of a sports hub in line with the Council's Development Contribution Scheme or any future special contributions scheme.

2.13.2 PLAYING PITCHES

Playing pitches may be provided as part of sports hubs or within parks. However, over-provision within parks is not desirable as playing pitches are land intensive and take up space that could be used for passive recreation or biodiversity areas. Therefore, a balance will require to be struck between providing some playing pitches in locally accessible park locations, with a greater level of provision within more centralised sports hubs. Playing pitches should cater for a variety of sports including minority sports and sports with growing levels of participation. Where possible, all-weather playing pitches should be located within sports hubs, rather than elsewhere. The Council may seek a pro rata contribution towards provision of playing pitches.

Policy SR2: Playing Pitches

Provide playing pitches in sports hubs and parks, in tandem with population growth.

SR2 Objective 1:

To prioritise the provision of playing pitches within centralised sports hubs (subject to the accessibility and provision requirements set out in the location criteria in Table 11). In particular, all-weather playing pitches should be located within sports hubs.

SR2 Objective 2:

To ensure the provision of playing pitches within locally accessible parks, without unduly compromising the passive recreation and biodiversity function of such parks.

SR2 Objective 3:

To ensure that playing pitches cater for a wide variety of sports including minority sports and sports with growing levels of participation.

SR2 Objective 4:

To encourage the location of playing pitches within parks and sports hubs that are in close proximity to schools.

SR2 Objective 5:

At the discretion of the Council, a pro rata contribution may be sought towards the provision of playing pitches in accordance with the Council's Development Contribution Scheme.

SR2 Objective 6:

Locations for flood lighting shall be determined in the context of potential impact on ecological corridors and species, and potential impact on residential amenity, and mitigation shall be provided where necessary.

2.14 SURFACE WATER / RAINWATER MANAGEMENT

City Edge is currently a highly impermeable area, with predominantly hard surfaces and minimal green space. The area is prone to fluvial (river), pluvial (rainwater) and sewer flooding, all exacerbated by surface water run-off. The City Edge Strategic Framework (2022) vision is to substantially reduce surface water run-off by the introduction of 'sponge city' principles through coordinated green infrastructure and SuDS (Sustainable Drainage Systems) planned across City Edge. 'Sponge city' principles involve urban areas working alongside nature to absorb rainwater, as opposed to channelling it away. A 'sponge city' absorbs and holds excess water that results from rainfall, storms or flooding in its green spaces, slowing the process of surface water infiltration and improving water quality.

Surface water infiltration of the foul system is also a current problem within City Edge, and the City Edge Strategic Framework (2022) contains actions to address this, which are being progressed, including agreeing a programme of local interventions with Uisce Eireann to free up additional foul network capacity.

The City Edge Surface Water Management Plan, undertaken to inform the City Edge Strategic Framework (2022), together with the *Strategic Flood Risk Assessment* accompanying this document, set out the principles and overarching context for dealing with surface water in the area. The *South Dublin County Development Plan 2022-2028* also contains numerous policies and objectives relating to surface water including to ensure SuDS is addressed at design stage and integrated into all new developments in the County. Measures include multi-functional open space within new developments including provision for ecology and sustainable water management; incorporation of a SuDS management train whereby surface water is managed locally in small sub-catchments; and to address the impact of domestic and industrial misconnections to the drainage network in the County and the associated impact on surface water quality. The Development Plan also states that drainage measures should comply with South Dublin County Council's Sustainable Drainage Systems (SuDS) Explanatory, Design and Evaluation Guide, 2022.

The approach to the surface water policies and objectives set out below has been informed by a variety of sources as follows:

- The City Edge Surface Water Management Plan undertaken to inform the City Edge Strategic Framework (2022).
- The Strategic Flood Risk Assessment accompanying this document.
- The Greater Dublin Strategic Drainage Study (GDSDS) (https://www.gddapplication.ie/planning-sites/greater-dublin-drainage/planning-documents).
- The ongoing Camac Flood Alleviation Study (CFAS) (OPW) (https://camacfas.ie/).
- The document *A Nature-Based Sustainable Surface Water Management Strategy for City Edge* (DCC/JBA, 2024).
- The guidance contained in the new national-level document Rainwater Management Plans – Guidance for Local Authorities (2024).
- The policies and objectives relating to surface water contained in the *South Dublin County Development Plan 2022-2028*.
- The approaches relating to surface water contained in the *City Edge Strategic Framework (2022)*.
- The approaches contained in South Dublin County Council's *Sustainable Drainage Systems (SuDS) Explanatory, Design and Evaluation Guide*, (2022).

RAINWATER MANAGEMENT PLANS

The Department of Housing, Local Government and Heritage recently published the document *Rainwater Management Plans – Guidance for Local Authorities (2024)* which sets out the need for plans to consider how rainwater can be managed within the existing urbanised catchment with a greater reliance on nature-based solutions to help deal with the pressures of surface water flooding and poor water quality in urban watercourses.

In the City Edge context, preparation of a Rainwater Management Plan (RMP) is a required phasing element of the Priority Development Areas, as set out in Chapter 3. This can be undertaken at neighbourhood or PDA level. Subsequent planning applications will be required to comply with the provisions of the agreed RMP. Each PDA layout will be flexible in terms of urban design parameters, including facilitating location of SuDS features and/or relocation of open space to comply with the detailed level of analysis that will be contained in the RMP. Foul and stormwater drainage systems must be separated.

Rainwater Management Plans

Outputs from a RMP should illustrate the following:

- A clear understanding of existing drainage infrastructure and preferential flow paths.
- A proposed RMP strategy using nature-based SuDS.
- The RMP should identify a range of rainfall management measures for conveyance and storage.
- These should form a network demonstrating how water will be directed through the RMP area.
- Existing throughflow of surface water not originating from the site should be considered.
- The RMP should demonstrate how needs and opportunities are considered.
- This will most likely be presented for a number of sub-catchments within the RMP.
- In the City Edge context, RMPs should specify that runoff rates be generally limited to 2 litres per second.

Policy SWRM1: Surface Water /Rainwater Management

Reduce surface water run-off by delivering a high-quality, coordinated Sustainable Urban Drainage System (SuDS) integrated with the public realm and public open space within the Priority Development Areas and across City Edge.

SWRM1 Objective 1:

To prepare a Surface Water Drainage Study for each Priority Development Area.

SWRM1 Objective 2:

To require the preparation of a Surface Water / Rainwater Management Plan, at Priority Development Area or Neighbourhood level at planning application stage.

SWRM1 Objective 3:

To incorporate natural infrastructure and SuDS as part of all new development within City Edge, in accordance with the agreed Surface Water / Rainwater Management Plan, in compliance with the approaches contained in the documents *Sustainable Drainage Systems (SuDS) Explanatory, Design and Evaluation Guide,* (SDCC, 2022) and *Rainwater Management Plans – Guidance for Local Authorities* (DHLGH, 2024).

SWRM1 Objective 4:

To ensure effective operation and maintenance of SuDS measures, so that such systems are operating to their designed capacity.

SWRM1 Objective 5:

To account for climate change, and any changes to the amount of impermeable areas over the design life of the development, in accordance with the GDSDS (and any future updates to this Study).

SWRM1 Objective 6:

To continue to engage with Uisce Eireann with a view to agreeing a programme of local surface water interventions to free up foul water capacity.

2.15 FLOOD RISK MANAGEMENT

Key considerations in the managing of flood risk are to avoid inappropriate development in areas at risk of flooding, and to avoid new developments increasing flood risk elsewhere. Section 11.3 of the South Dublin County County Development Plan *Flood Risk Management* sets out policies and objectives for the County and this section should be read and considered in tandem with the SURF. Policy IE4 Objective 4 provides support for the delivery of the key flood alleviation schemes, in as environmentally sensitive a way as possible, including the Camac Flood Alleviation Scheme (CFAS). A Strategic Flood Risk Assessment was carried out for this SURF and accompanies this document.

The City Edge natural infrastructure concept provides for strategic linear parks along the main watercourses in the area. The rationale and benefits of this GI network are numerous, including providing opportunity for flood event storage, in addition to biodiversity, recreation and climate resilience. Policy GI3 Objective 3 of the County Development Plan requires that a minimum of 10m vegetated riparian buffer from the top of the riverbank is maintained / reinstated along all watercourses within any development site in the County. A key aim of the City Edge SURF is to promote the renaturalisation of the Camac watercourses and protect native riparian vegetation. This will be achieved through the provision of a minimum 20m vegetated riparian buffer from the top of the riverbank within any development site proposing redevelopment and/or a significant extension. The first 10m of the 20m vegetated riparian buffer cannot count towards the provision of a major, linear or community park.

2.15.1 CAMAC FLOOD ALLEVIATION SCHEME AND CAMAC RENATURALISATION

Renaturalisation of the River Camac is a key blue-green infrastructure objective for City Edge and a priority action of the City Edge Strategic Framework (2022) with a number of potential benefits, including flood alleviation, creation of a linear park, improved biodiversity, and a focus for amenity and recreation. Much of the renaturalisation will be achieved in an incremental manner as sites come forward for redevelopment and as the Camac linear park is created.

The Office of Public Works in partnership with DCC and SDCC is working towards delivery of the **Camac Flood Alleviation Scheme** (CFAS). As per Priority Action 11 of the City Edge Strategic Framework (2022), SDCC will continue to engage with the OPW and DCC regarding progressing the CFAS and ensuring that it is carried out in a manner which prioritises renaturalisation. This will be achieved over time as individual development sites come forward, guided by the provisions of the CFAS and this SURF.

Camac Renaturalisation

- Promote and protect native riparian vegetation along the Camac watercourses.
- Ensure that a minimum 20m vegetated riparian buffer from the top of the riverbank is maintained / reinstated along the Camac watercourses within any development site proposing redevelopment and/or a significant extension.

- Wider areas will be required in strategic locations as outlined in Policy NIOS1 Objective 3, to deliver major parks. The first 10m of the 20m vegetated riparian buffer cannot count towards the provision of a major, linear or community park.
- Such areas shall be designed in a manner which provides for a natural transition between the vegetated riparian buffer and more formal areas. Development proposals within 30m of the top of the bank of all watercourses shall be accompanied by an Ecological Impact Assessment, prepared by a qualified Ecologist and in line with Guidelines for Ecological Impact Assessment in the UK and Ireland, Terrestrial, Freshwater and Coastal (CIEEM 2nd ed 2016).

Policy SWRM2: Flood Risk and Camac Renaturalisation

Ensure that the regeneration of City Edge avoids inappropriate development in areas at risk of flooding, avoids new developments increasing flood risk elsewhere and promotes the renaturalisation of the River Camac.

SWRM2 Objective 1:

Ensure that all proposed developments take into account the following:

- The recommendations of the SDCC City Edge Strategic Flood Risk Assessment,
- The vulnerability classification of proposed land uses as set out in Table 3.1 of The Planning System and Flood Risk Management Guidelines for Planning Authorities (OPW/ DEHLG, 2009)
- The requirements of DECLG Circular P12/2014
- The requirements of the EU Flood Directive and
- The flood protection provisions which will come forward from the Camac Flood Alleviation Scheme,

and where appropriate are accompanied by an individual site-level Flood Risk Assessment.

SWRM2 Objective 2:

Continue engagement with the Office of Public Works and Dublin City Council regarding the River Camac with a view to:

- Strategic support for the emerging preferred options in the Camac Flood Alleviation Scheme as they affect City Edge
- Ensuring proposed solutions support the City Edge objective of renaturalisation of the River Camac and delivery of a linear park
- Ensuring all relevant development proposals contribute towards the objectives of renaturalisation of the River Camac, provision of a linear park and the delivery of the Camac Flood Alleviation Scheme as part of provision of natural infrastructure and surface water management approaches.

SWRM2 Objective 3:

To promote the renaturalisation of the Camac watercourses and protect native riparian vegetation by ensuring that a minimum 20m vegetated riparian buffer from the top of the riverbank is maintained / reinstated along the Camac watercourses within any development site proposing redevelopment and/or a significant extension.

2.16 NATURAL AND BUILT HERITAGE

The SDCC City Edge lands are mainly industrial in character with limited built heritage elements. The main natural heritage element is the Grand Canal which is a proposed Natural Heritage Area (pNHA).

The notable sites within the SDCC City Edge boundary are as follows:

- **Flat Cemetery, Greenhills:** Identified in the Record of Monuments and Places (RMP) as item Ref. DU022-002.
- **Ballyfermot Bridge, Gallanstown:** Bridge over the Grand Canal identified in the Record of Protected Structures (RPS) as item 116 'stone bridge'.
- **Grand Canal:** Proposed Natural Heritage Area (pNHA); Site code 002104.

The National Inventory of Architectural Heritage (NIAH) also lists buildings and structures of merit (post 1700) that may or may not be protected structures. In addition to Ballyfermot Bridge, two locks along the Grand Canal within the SDCC part of City Edge are referenced in the NIAH.

While it will be important to safeguard and protect all heritage assets, the regeneration of City Edge also presents the potential for their enhancement.

2.16.1 GRAND CANAL PROPOSED NATURAL HERITAGE AREA (pNHA)

An area either side of the Grand Canal is designated as a proposed Natural Heritage Area (pNHA), one of seven in South Dublin County. The area along the Canal is also identified as the focus of a major linear park for City Edge which will cater for recreation and active travel, while also providing for biodiversity and space for nature. Policy NCBH4 Objective 1 in the Development Plan written statement seeks to

> 'ensure that any proposal for development within or adjacent to a proposed Natural Heritage Area (pNHA) is designed and sited to minimise its impact on the biodiversity, ecological, geological and landscape value of the pNHA particularly plant and animal species listed under the Wildlife Acts and the Habitats and Birds Directive including their habitats'.

A buffer zone will therefore be applied to any development close to the pNHA. This will be implemented as follows:

Grand Canal pNHA Buffer Zone

- No buildings will be permitted within 50m of the pNHA boundary, or within the pNHA boundary itself. Where demolition and redevelopment of a site is taking place and where an existing building footprint is within 50m of the pNHA boundary or within the pNHA boundary, no replacement or new building or extension to a building shall encroach within the pNHA boundary or within 50m of the pNHA boundary.
- Between 50m and 30m of the pNHA boundary, only streets/roads, footpaths, cycleways and car parking will be permitted.
- Within 30m of the pNHA boundary, and within the pNHA boundary no development will be permitted except in exceptional circumstances where footpaths, cycleways and bridges may be considered.
- All development within 50m of the pNHA and within the pNHA boundary will be required to adhere to the requirements set out below.

In addition, development proposals must meet the requirements set out below.

Requirements for Development along the Grand Canal and pNHA

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

Biodiversity Management Plan
All development proposals within 50m of the Grand Canal pNHA boundary, within the pNHA boundary, and within 30m of the top of the bank of all watercourses shall be accompanied by a Biodiversity Management Plan (BMP). The BMP shall be prepared by a qualified ecologist and guided by relevant best practice guidelines and established techniques for habitats present.

The BMP shall incorporate the following measures:

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

Landscape Plan
All development proposals along the Grand Canal shall be accompanied by a detailed landscape plan, prepared by a suitably qualified landscape architect and qualified ecologist.

- The landscape plan shall address the varying topography of the site and shall have regard to the proposed Natural Heritage Area and the Protected Species using this corridor.
- The plan shall also include details of hard and soft landscaping, proposed species and sensitive lighting.
- Where new canal crossings (i.e footbridges/ cycle bridges) are proposed, they shall be designed so as to avoid fragmentation of linear habitats associated with the Grand Canal corridor.
- Applicants shall retain existing features of ecological value as classified by the ecologist and demonstrate that the landscape treatment contributes to ecological connectivity, increases overall natural habitat (through quantification of areas to be provided), provides a buffer for wildlife through appropriate planting schemes, avoids disturbance and minimises lighting and disturbance (lighting if necessary to be designed in line with ILI Guidance Note 8 Bat and Lighting and any superseding guidance).

Policy NBH1: Natural and Built Heritage

Ensure the protection and where appropriate, the enhancement of natural and built heritage assets in the regeneration of the City Edge area.

NBH1 Objective 1:

To protect identified built heritage items included on the Record of Monuments and Places and Record of Protected Structures which comprises the Flat Cemetery, Greenhills and Ballyfermot Bridge, Gallanstown, respectively, and to also protect other features or buildings of merit.

NBH1 Objective 2:

To protect the Grand Canal pNHA including its biodiversity, ecological and landscape value.

NBH1 Objective 3:

Development in the vicinity of the Grand Canal pNHA will be required to adhere to the buffer zone requirements, and to submit an Ecological Impact Assessment, Biodiversity Management Plan and detailed Landscape Plan to include the information set out above.

NBH1 Objective 4:

Development proposals within 30m of the top of the bank of all watercourses shall be accompanied by an Ecological Impact Assessment, prepared by a qualified Ecologist and in line with Guidelines for Ecological Impact Assessment in the UK and Ireland, Terrestrial, Freshwater and Coastal (CIEEM 2nd ed 2016).

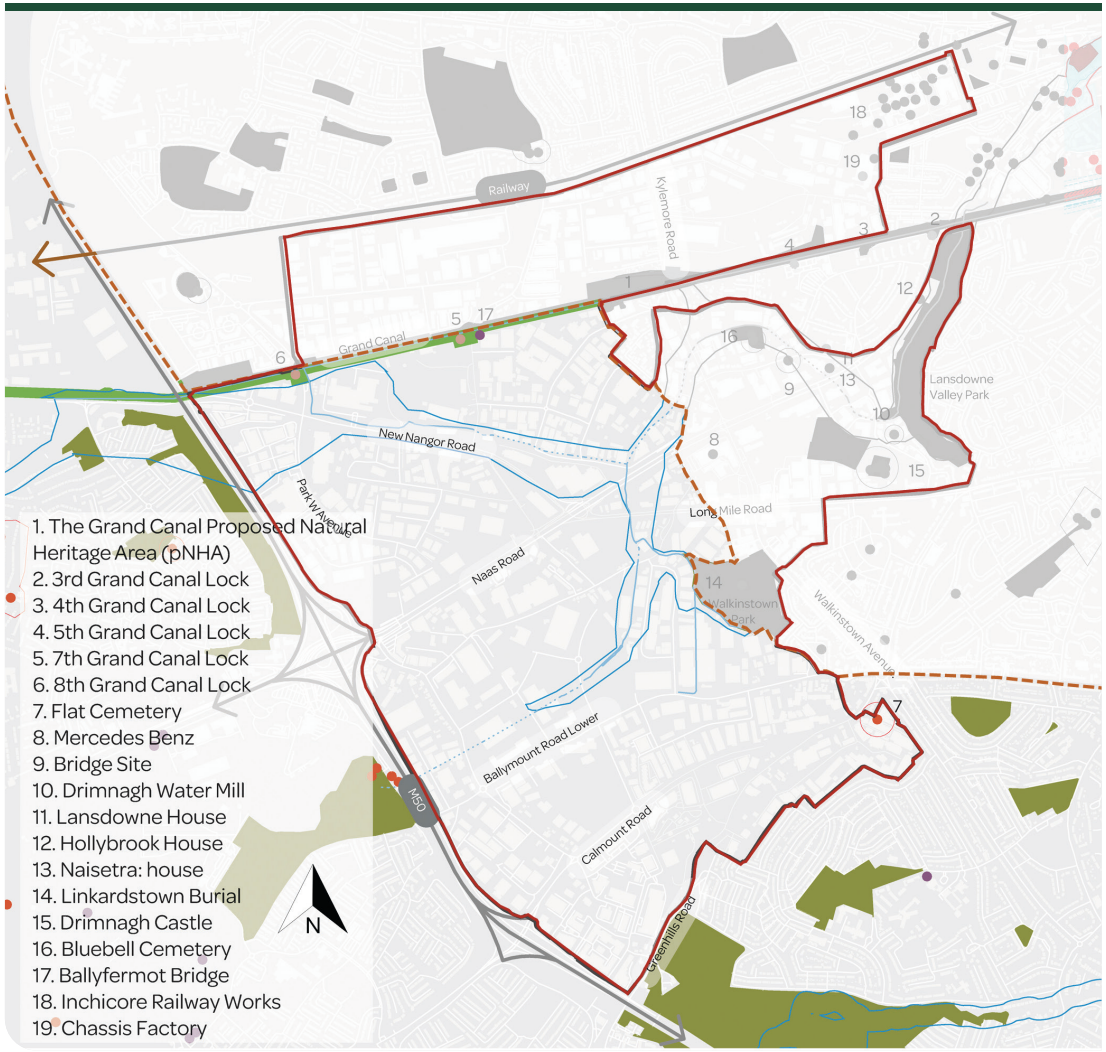


Figure 12: Heritage and Local Assets location.

2.17 RE-PURPOSING OF EXISTING BUILDINGS AND ADAPTABILITY OF NEW BUILDINGS

The reuse, repair, adaptation and upgrading of existing buildings for more intensive uses is a key component of promoting sustainable development and achieving compact growth and can also be a catalyst for regeneration. Urban form in City Edge is mainly industrial in character with most buildings dating from the last few decades. There is scope to reuse and adapt some of these structures for different uses; warehouses could be reused as urban workspaces, maker spaces or media studios, for example. From a sustainability standpoint, reusing existing structures is often more environmentally friendly than demolition and rebuilding, in that embedded carbon is retained, carbon associated with materials for new build is reduced, and the shift towards a circular economy is supported.

The County Development Plan contains many policies and objectives supporting adaptive reuse of buildings in different contexts: - historic industrial buildings (NCBH16 Objective 1), protected structures (NCBH19 Objective 4) and public buildings (QDP11 Objective 2). Policy EDE4 Objective 9 seeks that proposals and initiatives that seek to re-purpose redundant or declining uses in important urban locations are considered. Other policies and objectives promote the use of low embodied energy and materials with low carbon emission in public buildings (QDP11 Objective 2) and reuse and recycling of materials (QDP11 Objective 3).

Within City Edge, flexibility will be permitted in relation to certain design parameters such as height, plot ratio and frontage, etc., where an existing building is being re-used and where it is difficult to achieve required standards on the site.

Ensuring new buildings are adaptable will also be an important aspect of new development in City Edge, allowing for different uses to be accommodated as economic circumstances and technologies change, and ensuring residential development is adaptable to be suitable for people at all stages of life and facilitates aging in place. The Development Plan reflects these issues through Policy QDP7 Objective 9 which seeks to promote long-term adaptability in residential and mixed-use developments; and policy COS3 Objective 4 which seeks adaptability in community buildings.

Policy RPB1: Re-Purposing of Existing Buildings and Adaptability of New Buildings

Support the reuse, repair, adaptation and upgrading of existing buildings where they align with the vision and aspirations of the City Edge SURF, and promote adaptable design of new buildings within City Edge.

RPB1 Objective 1:

To support the retention, renovation and reuse of existing buildings, as opposed to demolition and new build, where appropriate.

RPB1 Objective 2:

To facilitate flexibility in relation to design parameters such as height, plot ratio and frontage, etc. where an existing building is being adapted or re-used and where it is difficult to achieve required standards on the site.

RPB1 Objective 3:

To support designs for new buildings within City Edge that are adaptable for different uses.

RPB1 Objective 4:

To support residential developments within City Edge that promote universal design and aging in place.

2.18 ENERGY

Chapter 10 of the Development Plan written statement contains policies and objectives on aspects of energy such as Policy E3 'Energy Performance in Existing and New Buildings'; Policy E5 'Low Carbon District Heating Networks'; Policy E6 'Waste Heat Recovery and Utilisation; and Policy E7 'Solar Energy', all of which are applicable to City Edge.

Priority Action 15 of the City Edge Strategic Framework (2022) is to 'Carry out a detailed Energy Management and Energy Provision Feasibility Study and as part of this work engage further with Codema'. In this context, SDCC and DCC commissioned Codema (the energy agency for Dublin) to carry out an energy feasibility study during 2023 and 2024. The recommendations from that study have informed this SURF.

With respect to methodology, Codema first outlined the existing climate policy for the key energy sectors (heat, electricity and transport) and identified the current energy related GHG (greenhouse gas) emissions within the City Edge area, by census 'small areas'; this was followed by projecting the future energy demand and emissions for the project area, and identifying the potential decarbonisation pathways for City Edge. A series of recommendations were then made, many of which are reflected in the policies and objectives set out below. Other recommendations, e.g. in relation to active travel, public transport, and re-use of existing buildings, are reflected in the policies in the relevant sections of this SURF. Requirements relating to district heating are factored into the phasing of the SURF.

2.18.1 ENERGY PLANNING

Energy planning is built on evidence-based forward planning, which is essential to ensure that the project area will have the required infrastructure in place to serve new developments with low-carbon and low-cost technologies and to allow for the integration of different energy systems. A GIS-based database of low-carbon technology (energy providing) installations is recommended within the City Edge boundary. This should include information on the size, type, grid connection details (where applicable) and energy generation (kW peak, annual kWh) of each installation. This will allow tracking of progress towards targets and updates to facilitate pathways to respond to future cost fluctuations and account for the proportion of identified potential that has been realised.

Policy ENG1: Energy Planning

Implement measures to facilitate low-carbon energy planning to meet the needs of future residential and employment growth within City Edge.

ENG1 Objective 1:

To require the development of renewable energy and low carbon technology projects in tandem with population and employment growth.

ENG1 Objective 2:

To maintain a GIS-based database of low-carbon technology (energy providing) installations within the City Edge boundary. This should include information on the size, type, grid connection details (where applicable) and energy generation of each installation.

2.18.2 ENERGY EFFICIENCY IN BUILDINGS

To increase energy efficiency in buildings, the aim is to reduce energy use as much as possible, such as by reducing heat loss with better building fabrics. The remaining low amount of energy required should be covered to a very significant extent by energy from renewable sources. The Codema report recommended several measures, including energy assessment/statement forms for new developments, linked to the GIS database of low-carbon technology installations.

Policy ENG2: Energy Efficiency in Buildings

Implement measures to increase energy efficiency in buildings.

ENG2 Objective 1:

To require the submission of energy assessment/statement forms with applications for new developments which should include general details relating to energy use within the development such as annual and peak demand for heat and electricity, floor area, BER, heating system details, details of renewables on site, EV charging details, etc. To link this assessment form to the GIS-based database of low-carbon technology installations, that has been recommended in Policy ENG1 Objective 2 above.

ENG2 Objective 2:

To work with Dublin City Council with a view to ensuring consistency of information captured in the authorities' respective energy assessment/ statement forms for the City Edge area.

2.18.3 EMBODIED CARBON

Embodied carbon refers to the total amount of carbon gas emissions generated throughout the lifetime of a building. It includes the procurement of raw materials, the processing of materials into construction products, the transportation of building materials, how they are incorporated into the completed building, any works done, including refurbishment, repurposing and maintenence, and the eventual demolition and disposal of the building at the end of its life. The revised Energy Performance of Buildings Directive (EU) mandates that lifecycle emissions will need to be calculated and disclosed for all new buildings from 2030.

Policy ENG3: Embodied Carbon

To reduce carbon emissions by making better use of existing building stock and to promote circularity in the design of new buildings within City Edge.

ENG3 Objective 1:

To make better use of the current building stock, including vacant and under-used properties in order to reduce the generation of additional embodied carbon emissions from the demolition of existing buildings and the construction of new buildings, where this aligns with the vision and aspirations of the City Edge SURF.

ENG3 Objective 2:

To require developers to carry out a Life Cycle Assessment (LCA) of planning proposals, with the aim of reducing embodied carbon in buildings through better design and innovation in low-carbon construction materials and processes.

ENG3 Objective 3:

To promote circularity in the design of buildings within City Edge, whereby buildings are constructed that are adaptable to extend their life, or that can be disassembled, allowing products to be easily reused in other buildings and to promote the reuse and recycling of materials to reduce construction and demolition waste.

2.18.4 HEAT

Codema's analysis shows that district heating is likely to be feasible in City Edge, based on the projected future heat demand associated with residential and non-residential buildings. The energy feasibility study found that while the entirety of City Edge can feasibly support a DH network by 2070, the Red Cow (SDCC) and Naas Road (DCC) Districts (as outlined in the City Edge Strategic Framework (2022)) have been identified as the recommended DH zones in the shorter term. Within the SDCC area, the Red Cow & Cherry Orchard and Long Mile PDAs incorporate the identified areas for district heating. Further engagement with Codema will be required to identify more specific areas. The 9B sewer was identified as a potential source of waste heat. SDCC will engage with Uisce Eireann regarding realising this potential. SDCC has also been engaging with other potential large waste heat providers and consumers and will continue this liaison in the context of an upcoming County-wide energy strategy.

Policy ENG4: District Heating

Promote the harnessing of waste heat for district heating within City Edge.

ENG4 Objective 1:

To support the development of district heating infrastructure in tandem with population and employment growth.

ENG4 Objective 2:

To work with Dublin City Council to identify and reserve a site(s) for an energy centre for district heating.

ENG4 Objective 3:

To support (subject to appropriate planning considerations) developments involving large heat customers that can act as an anchor load for a district heating network within 2km of a proposed energy centre site. Such developments may include hospitals, care facilities, retirement homes, swimming pools, leisure and sports installations, and large public buildings.

ENG4 Objective 4:

To require new developments in the relevant areas to connect to district heating networks when they come on stream. This will be achieved by mandating housing projects, that are mid-density or greater, to use a centralised wet heating system.

ENG4 Objective 5:

To engage with Uisce Eireann to explore the potential of sewer water waste heat recovery for use in district heating networks within City Edge.

ENG4 Objective 6:

To require development proposals for new industrial and commercial developments and large extensions to existing premises, where the processes associated with the primary operation of the proposal generates significant waste heat, to carry out an energy analysis of the proposed development and identify the suitability for waste heat recovery and utilisation on site and with adjoining sites.

ENG4 Objective 7:

To require waste heat owners to provide details of their waste heat source (available heat capacity, available temperatures, estimated annual hours waste heat is available, and coordinates for location of the waste heat source) to inform heat plans and further district heating opportunities in the area.

ENG4 Objective 8:

To encourage engagement with existing and proposed uses that may produce or consume significant waste heat regarding future proofing for connection, or connection to, any existing or proposed district heating project.

2.18.5 ELECTRICITY

The electricity analysis performed as part of the City Edge Energy Feasibility Study looked primarily at solar photovoltaics as this is more practical in an urban environment such as City Edge, than other forms of electricity generation such as wind turbines. Heat pumps and district heating networks can also play a part when it comes to electricity management. Heat pumps can convert excess electricity in the grid to heat at times of low electrical demand, so the network can act as a 'thermal battery'. Storing energy in this way is cheaper than other electrical storage methods. The energy feasibility study also recommended that a GIS-based database of PV installations should be maintained for those projects which come through the planning process. SDCC will continue to engage with ESB Networks and Eirgrid regarding meeting future electricity demand within City Edge in a sustainable manner.

Policy ENG5: Electricity

Promote sustainable electricity generation within City Edge to meet existing and future requirements.

ENG5 Objective 1 :

To continue to engage with ESB Networks and Eirgrid regarding meeting future electricity demand within City Edge in a sustainable manner.

ENG5 Objective 2:

To support the adoption of thermal energy storage due to its suitability in urban environments.

ENG5 Objective 3:

To support the use of waste heat for electricity generation.

ENG5 Objective 4:

To promote the development of PV arrays, including building integrated PV arrays where feasible, particularly where the electrical demand profile matches PV output profiles, and where these installations can be installed on Council-owned buildings or on Council-owned land.

ENG5 Objective 5:

To maintain a GIS-based database of PV installations for those projects which come through the planning process. This will require developers to provide information including the size, type, grid connection details and energy generation of each installation.

ENG5 Objective 6:

To support the development and/or reinforcement of electricity grid infrastructure (transmission/distribution network, transformer stations, etc.) to enable greater quantities of renewable electricity to be supplied to the grid and for greater levels of demand (buildings, vehicles, etc.) to be decarbonised through electrification.

2.19 UTILITIES

Utility infrastructure demand requirements were estimated as part of the urban design analysis that informs this SURF for electricity, potable water and foul drainage demand. The figures do not account for current capacity. The City Edge partners SDCC and DCC will continue to engage with the utilities providers regarding ensuring provision of infrastructure required to cater for this demand. An important aspect of City Edge is to support processes which help to fast-track to net-zero emissions and nature-based solutions. In the case of drainage, there is the potential to significantly reduce load on the existing foul sewer network through nature-based solutions and SuDS and to free up capacity to accommodate growth across the area. In the case of energy and heating traditionally fuelled by electricity and gas, there is the potential to make use of waste heat from sources such as the sewer network and from uses that typically produce waste heat. In the case of potable water, there is potential to reduce the demand on consumption through rainwater harvesting locally for water uses that do not require potable water such as flushing toilets, thus reducing demand on the system as the area grows.

Surface water infiltration of the foul system is a significant problem within City Edge. The 9B sewer has limited capacity and the regeneration of PDA areas will require the assessment of the impact of redevelopment proposals on a case-by-case basis. The wider City Edge area is predominantly serviced by a combined surface and foul network and local and district measures to separate surface water from the foul network will be required as part of new development in City Edge. Proposals will be required to provide on-site SuDS and coordinated district solutions for SuDS in accordance with South Dublin County Council's *Sustainable Drainage Systems (SuDS) Explanatory, Design and Evaluation Guide, 2022* to create capacity in the foul network. In some exceptional cases in City Edge and at the discretion of the Planning Authority, where it is demonstrated that SuDS devices are not feasible to fully address the servicing of a proposed site, approval may be given to install underground attenuation tanks or enlarged pipes in conjunction with other devices as part of the SuDS train. Such alternative measures will be considered in tandem with SuDS and foul capacity.

Section 11.1 of the Development Plan Written Statement, provides policies and objectives in relation to water supply and wastewater in the County and Policy IE2 Objective 2 provides support for the delivery of the key water services projects in the County, including the upgrade of the 9B foul sewer. In addition, the main written text of the County Development Plan, including Section 11.2 and Section 4.2.2, sets out policies and objectives in relation to surface water and groundwater in the County.

Policy UTL1: Utilities

Prioritise the servicing of the City Edge Priority Development Areas.

UTL1 Objective 1:

To continue to engage with utility providers including Uisce Eireann, Gas Networks Ireland, ESB and Eirgrid to ensure requirements are in place to service the regeneration of the PDAs and the wider City Edge area in a timely and sustainable manner.

UTL1 Objective 2:

To continue to collaborate with Uisce Eireann and Dublin City Council with a focus on:

- Implementing a programme of local interventions to free up foul network capacity to include reducing infiltration of the foul sewer network with surface water
- Supporting the 9B upgrade project to provide medium and long-term foul drainage capacity in City Edge
- Engagement in relation to the potential for waste heat from the 9B sewer being harnessed for district heating
- Ensuring adequate water supply
- Ensuring sustainable surface water infrastructure and measures to mitigate flood risk in City Edge, with an emphasis on nature-based solutions.

UTL1 Objective 3:

To continue engagement with ESB Networks regarding future power requirements including identifying sites for substations.

UTL1 Objective 4:

To work with the relevant agencies to ensure that the design of utilities infrastructure such as electricity substations is appropriate for an urban context.

Implementation – Foul Water

Developers will be required to engage with UE on foul capacity to -

- Investigate opportunities to reduce infiltration of ground water,
- Reduce surface water misconnections,
- Demonstrate the existing servicing demand of a subject site and
- Demonstrate the net foul servicing demand for the proposed development.

Implementation – Surface Water

- Developers will be required to bring the surface water network to overland attenuation including swales, ponds, etc.
- A Regional Surface Water Management Plan will be required for each PDA/Neighbourhood, prior to commencement of development and must be integrated with community park provision.
- In some very exceptional cases in City Edge and at the discretion of the Planning Authority, where it is demonstrated that SuDS measures are not feasible to fully address the servicing of a proposed site, approval may be given to install limited underground attenuation tanks or enlarged pipes in conjunction with other devices as part of the SuDS train. Such alternative measures will be considered in tandem with SuDS and foul capacity.

Implementation – Electricity Substations

- Electricity substations may be located at strategic locations within PDAs, or within the City Edge area on sites outside of PDAs.
- Urban locations for consideration may include beside or as part of a shared parking building, or at the edge of a local centre area.
- Substation design in an urban context should integrate with other buildings to form a unified streetscape.
- Innovative building designs in terms of architectural interest will be promoted.

2.20 HIGH VOLTAGE OVERHEAD LINES

Policy IE5 Objective 2 of the Development Plan seeks the undergrounding of all electricity cables and other utilities in urban areas. There are a number of high voltage (HV) overhead lines running through the City Edge area and it is an objective of the project that these overhead lines should be undergrounded. The advantages of undergrounding are that it would significantly reduce the extent of development land that would be lost due to the wayleaves and separation distances associated with overhead lines and would improve visual setting and placemaking potential. The emerging best-performing scenario of the feasibility study carried out during 2024 and 2025 (Feasibility Study on the Potential Undergrounding of High Voltage Electricity Lines at Inchicore, Bluebell and across the City Edge Project Area, Dublin) would combine trenching and tunnelling methods and would result in the release of just over 32 ha of land for development while facilitating improved placemaking potential for a much wider area.

However, undergrounding these assets is expensive and requires extensive technical analysis to establish feasibility. The Council will continue to engage with Eirgrid, ESB Networks, the Land Development Agency, Dublin City Council and external consultants regarding the recommendations of the feasibility report, with a view to implementing underground routes identified as feasible and beneficial.

Policy HVL1: High Voltage Overhead Lines

To support the undergrounding of high voltage overhead lines within the City Edge area in order to release developable land and to facilitate placemaking by improving visual amenity.

HVL1 Objective 1:

To continue to engage with the ESB, Eirgrid, the Land Development Agency and Dublin City Council with a view to implementing the undergrounding of high voltage overhead lines, subject to feasibility and cost / benefit analysis including factors such as technical, social, environmental, and economic considerations.

HVL1 Objective 2:

To ensure that development meets required separation distances / wayleaves and an acceptable design standard in the event that undergrounding does not take place; or any required separation distances / wayleaves in an undergrounded scenario.

HVL1 Objective 3:

Design statements will be required for development sites close to high voltage overhead lines.

HVL1 Objective 4:

Planning applications for relevant sites should ensure layouts are designed in such a way that they can be implemented resulting in a satisfactory urban design, with or without the area under the overhead line corridor. A design statement will be required to demonstrate this.

HVL1 Objective 5:

Overhead line corridors may remain as temporary green space and biodiversity areas, but shall not be counted for purposes of calculating open space requirements / provision.

2.21 SEVESO SITES

COMAH sites also known as Seveso sites, are defined as industrial sites that, because of the presence of dangerous substances in sufficient quantities, are regulated under EU Directive. There are three Seveso sites within the SDCC area of City Edge, one upper tier and two lower tier sites as follows:

Upper Tier Establishments
BOC Gases Ltd. Ireland, Bluebell Industrial Estate

Lower Tier Establishments
Irish Distillers Ltd, Robinhood Road
Kayfoam Wolfson, Bluebell Industrial Estate

Risk contour mapping was carried out by consultants engaged by SDCC and DCC for the above sites, in consultation with the HSA, and in the context of the HSA Guidance on Technical Land-Use Planning Advice (2023), and the output is reflected in terms of the uses and intensities proposed in the PDA layouts. Subsequent risk contour mapping was undertaken by the HSA and this indicated that the Irish Distillers site would impact on the proposed location for the Naas Road Luas Stop. SDCC will continue to engage with the HSA, NTA and TII regarding a potential solution for this issue which may include mitigation where applicable.

Standard HSA Guidance should be followed for all relevant proposed developments and the HSA will also be consulted by the Planning Authority as a matter of course for all relevant developments during the development management process. Section 9.11 and Policy EDE26 of the CDP 2022-2028 should also be adhered to.

Policy SEVL1: Seveso Sites within City Edge

To recognise that areas of City Edge are constrained by Seveso sites and to ensure development is in alignment with the PDA layouts, which have been prepared in accordance with expert advice, taking account of the HSA Guidance on Technical Land-Use Planning Advice (2023) and consultation with the HSA.

SEV1 Objective 1:

To continue to engage with the HSA regarding individual planning applications within the City Edge area affected by Seveso site risk contours.

SEV1 Objective 2:

To continue to engage with the HSA, TII and NTA regarding the proposed location of the Naas Road Luas stop with a view to mitigation of risk from the Irish Distillers site.

SEV1 Objective 3:

To continue to engage with the LDA and DCC regarding investigating issues surrounding the relocation of Seveso sites.

SEV1 Objective 4:

To encourage and promote the relocation of Seveso sites and their associated land uses to more appropriate locations outside the City Edge area.

SEV1 Objective 5:

To prioritise new development within the PDAs when calculating accumulation of risk associated with land use within contours.

SEV1 Objective 6:

To ensure that there is no increase in land use or intensity of Seveso operations that would increase societal risk or extend the risk zone contours. Extension to existing sites may be permitted (subject to planning assessment) provided there is no increase in risk.

SEV1 Objective 7:

New Seveso sites will not be permitted within the City Edge area.

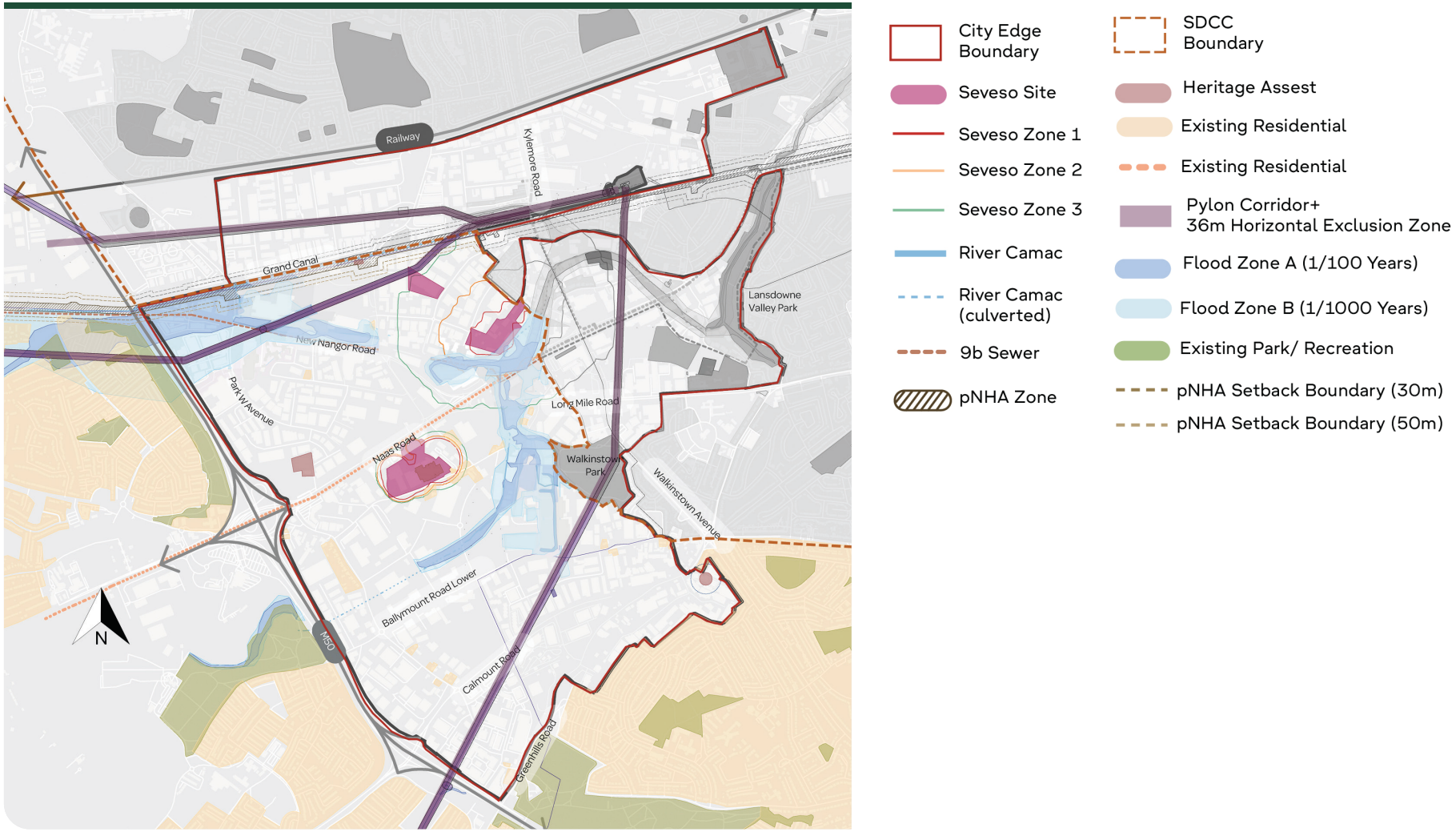


Figure 13: Pylon corridor of OH lines and Seveso Site locations.

2.22 CLIMATE ACTION

It is an Overarching Strategic Objective of the SURF *'to create a climate resilient new urban quarter based on active travel and public transport, compact settlements, multi-functional blue-green infrastructure and sustainable energy'*. Climate resilience fundamentally underpins the overall approach to regeneration set out in the policies and objectives of the document, as follows:



City Edge will be a compact settlement on regenerated brownfield land making better use of land in close proximity to Dublin City Centre.



City Edge will be a transport-oriented development where the PDAs have been selected and the layouts of the PDAS have been designed around active travel and public transport, giving priority to sustainable movement.



City Edge has been designed along 10-minute city principles meaning that daily services, facilities and amenities will be within a short walk or cycle while higher order services will be accessible via public transport.



The starting point for the design of City Edge was the existing network of blue and green infrastructure including the Canal, the River Camac and its tributaries, Lansdowne Valley Park and Walkinstown Park.



City Edge will have significant green cover including major parks, community parks, greenways, green corridors, SuDS features, street trees, and open space within developments.



The design of City Edge is based on sponge city principles with a high level of green cover, permeable surfaces, interlinked blue and green spaces and corridors and SuDS features.



The regeneration of City Edge will encourage, support and facilitate the development of district heating schemes and other low and zero carbon energy projects.



Regeneration will promote adaption and reuse of existing buildings, adaptability of new buildings and the circular economy.

CITY EDGE PROJECT

3

PRIORITY DEVELOPMENT AREAS - DETAIL



3.1 BACKGROUND TO PRIORITY DEVELOPMENT AREAS

The City Edge Strategic Framework (2022) divided the area up into five districts (see Fig. 14) and within these, Early Development Areas (EDAs) were identified (see Fig. 15). The EDAs were indicative locations where development was envisaged to happen over the following 15 years. They were identified having regard to factors such as proximity to existing and future public transport, green space, locations where development was in the pipeline and where there was interest from landowners in redevelopment and relocation. The currently proposed Priority Development Areas (PDAs) are a refinement of the EDAs.

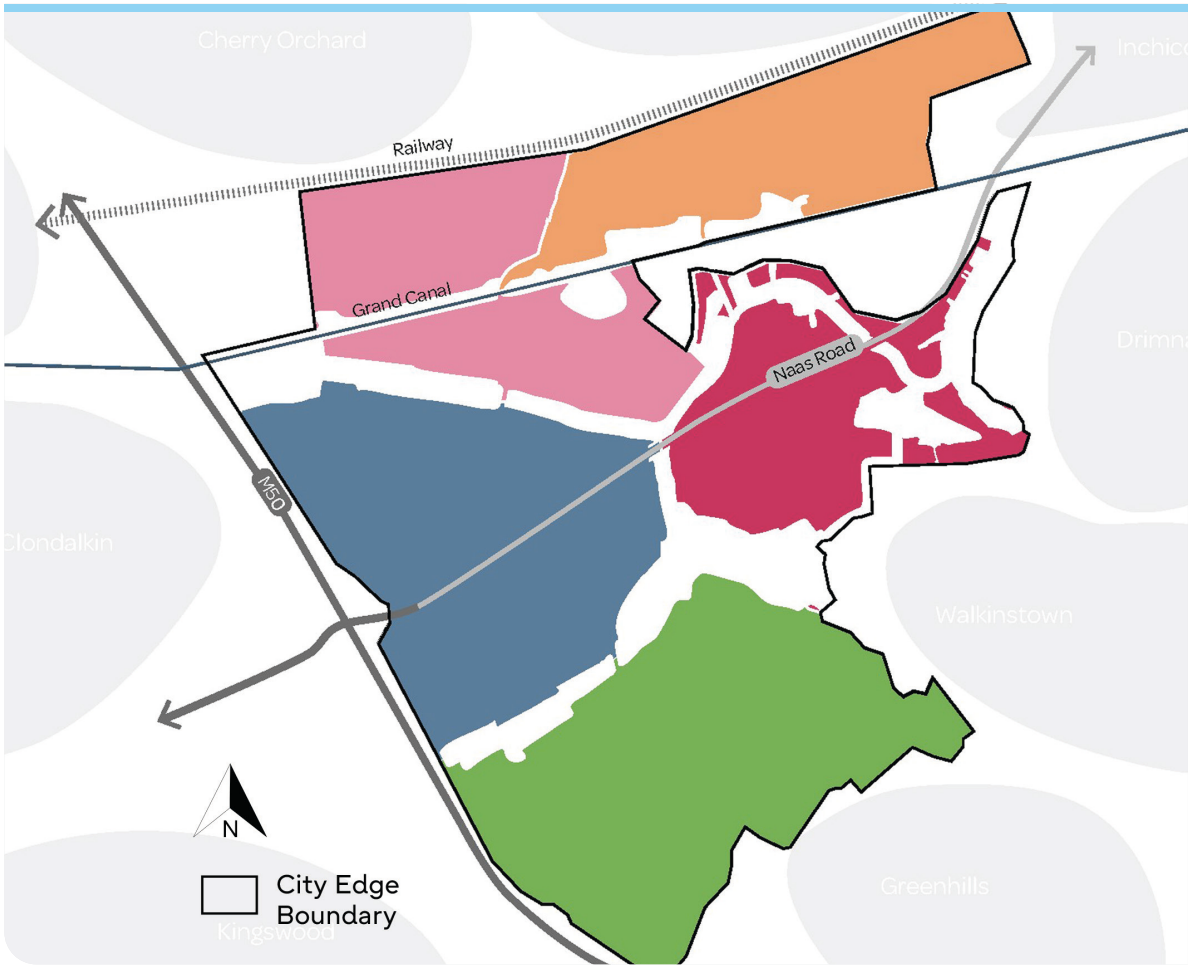


Figure 14: City Edge Districts (from City Edge Strategic Framework, 2022).



Figure 15: City Edge Early Development Areas (from City Edge Strategic Framework, 2022).

3.2 SELECTION OF PRIORITY DEVELOPMENT AREAS

Priority Development Areas have been chosen as areas that represent the greatest opportunity for transformational change through development that may come forward in the nearer term (see Fig. 16). Specific considerations in determining their location and extent included:

- Public transport accessibility
- Proximity to natural infrastructure and public open space
- Concentrations of plots anticipated to come forward for redevelopment
- Minimal impact from constraints, including flood risk, overhead lines and Seveso sites
- Public investment opportunities, e.g. SDCC lands at Ballymount

The expectation is that PDAs would be developed over the next 10-15 years. For each of the PDAs a suite of guidance is set out in this SURF, with the aim of guiding the nature and extent of development in these areas. Table 12 indicates area in hectares (ha), population envisaged and predicted numbers of residential units and jobs for each PDA within the South Dublin County Council (SDCC) local authority area.

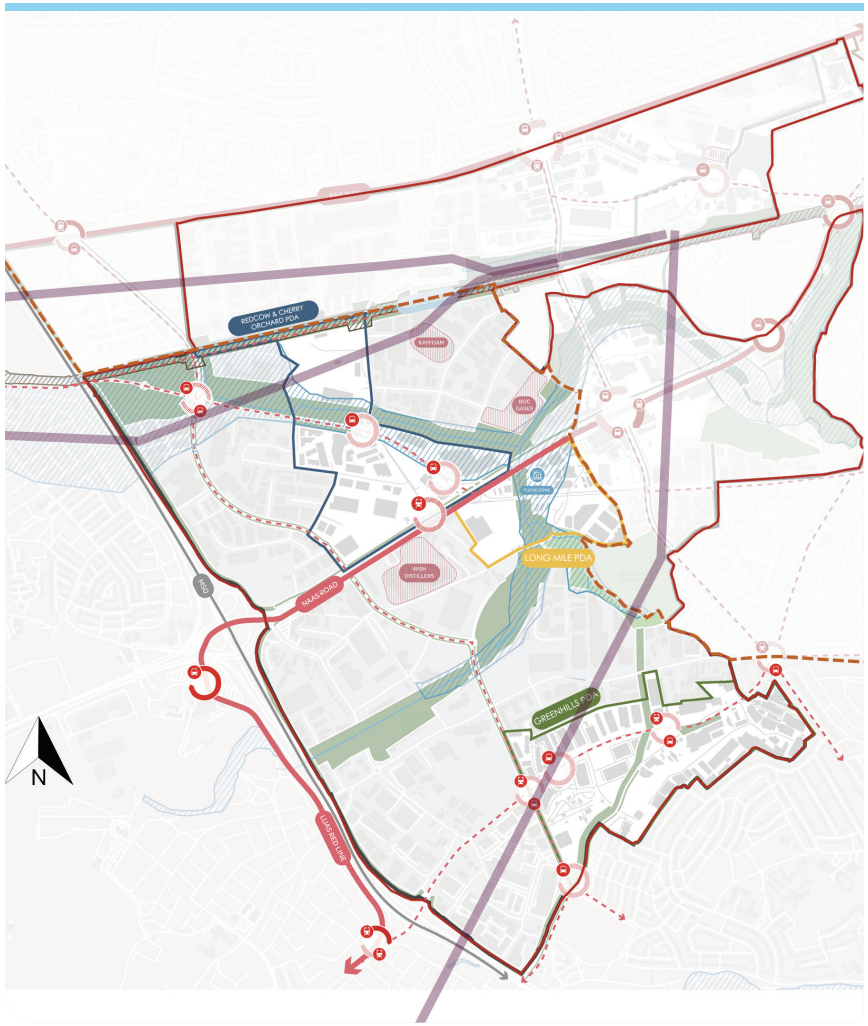


Figure 16: City Edge Priority Development Areas.

Table 12: PDA Summary Table.

	Area	Population* +/-15%	Residential units* +/-15%	Jobs* +/-15%
Red Cow & Cherry Orchard PDA	52 ha	8,494	3,100	3.912
Long Mile PDA	23 ha	4,751	1,734	2,814*
Greenhills PDA	53 ha	11,645	4,250	5,364
SDCC Total	**128 ha**	**24,890**	**9,084**	**12,090**

* Jobs ratio applied of 0.7 across PDAs with the exception of Long Mile PDA where a jobs ration of 0.9 is applied.
* Figures are indicative, gross, and based on potential full build-out of PDAs. Household size of 2.74 assumed.

City Edge Boundary
Existing Green Infrastructure
Proposed Green Infrastructure
Existing Buildings
Riparian Corridor
Seveso Site
pNHA Zone
SDCC Boundary
Regional Network
Existing Transport Connection
Proposed Transport Connection
Pylon Corridor+ 36m Horizontal Exclusion Zone
Existing Public Transport Hub
Proposed Public Transport Hub

3.3 RED COW & CHERRY ORCHARD PDA

3.3.1 LOCATION, EXTENT AND EXISTING CHARACTER

The Red Cow & Cherry Orchard Priority Development Area (PDA) lies in the western part of City Edge and comprises an area of circa 52 ha. Along with the other PDAs, it has been identified as an opportunity area appropriate for short-to-medium term transformation. The PDA comprises the area between the Grand Canal and Naas Road and is bounded by Killeen Road and Ascaill John F Kennedy to the east and Oak Road, Willow Road and the Diageo Site to the west. A land-use analysis of the area carried out in 2024/2025 found that the PDA is primarily occupied by industrial type uses with a number of major businesses located in the area. The automotive industry makes up a large proportion of the activity in the area, with other widespread uses including retail and wholesale warehousing and distribution. There is very little residential development in the area. There are significant pockets of green space and mature trees along the River Camac and Grand Canal corridors.



Figure 17: Aerial showing boundary of Red Cow & Cherry Orchard PDA.

3.3.2 OPPORTUNITIES

This area has been identified for early development due to a number of characteristics that represent opportunities for its future development:

Red Cow & Cherry Orchard PDA : Opportunities

- **Luas:** The Luas Red Line runs along the southern boundary of the PDA and a new Luas Stop is proposed on Naas Road at the junction with Club Road, meaning the area will be very well served by public transport.
- **Railway Station:** The Park West and Cherry Orchard rail station is just over 1km from the northern part of the PDA.
- **BusConnects:** The proposed City Centre to Clondalkin Core Bus Corridor will be routed through the PDA, which will further improve the area's public transport connections.
- **Active Travel:** A greenway runs along the Grand Canal providing for active travel, with other potential active travel routes along the Camac River.
- **National Roads:** The PDA is proximate to the Naas Road and M50 giving good access to the national road network.
- **Grand Canal:** The Grand Canal forms the northern boundary of the PDA creating an opportunity for a major linear park, catering for recreation, biodiversity and active travel.
- **River Camac:** The River Camac traverses the PDA with the potential for renaturalisation of its course, and formation of a major linear park, also catering for recreation, biodiversity and active travel.
- **9B Sewer:** The 9B sewer has been identified as a possible source of waste heat for a district heating project.
- **Established Employment Location:** Opportunity to intensify existing employment and diversify into new employment types.

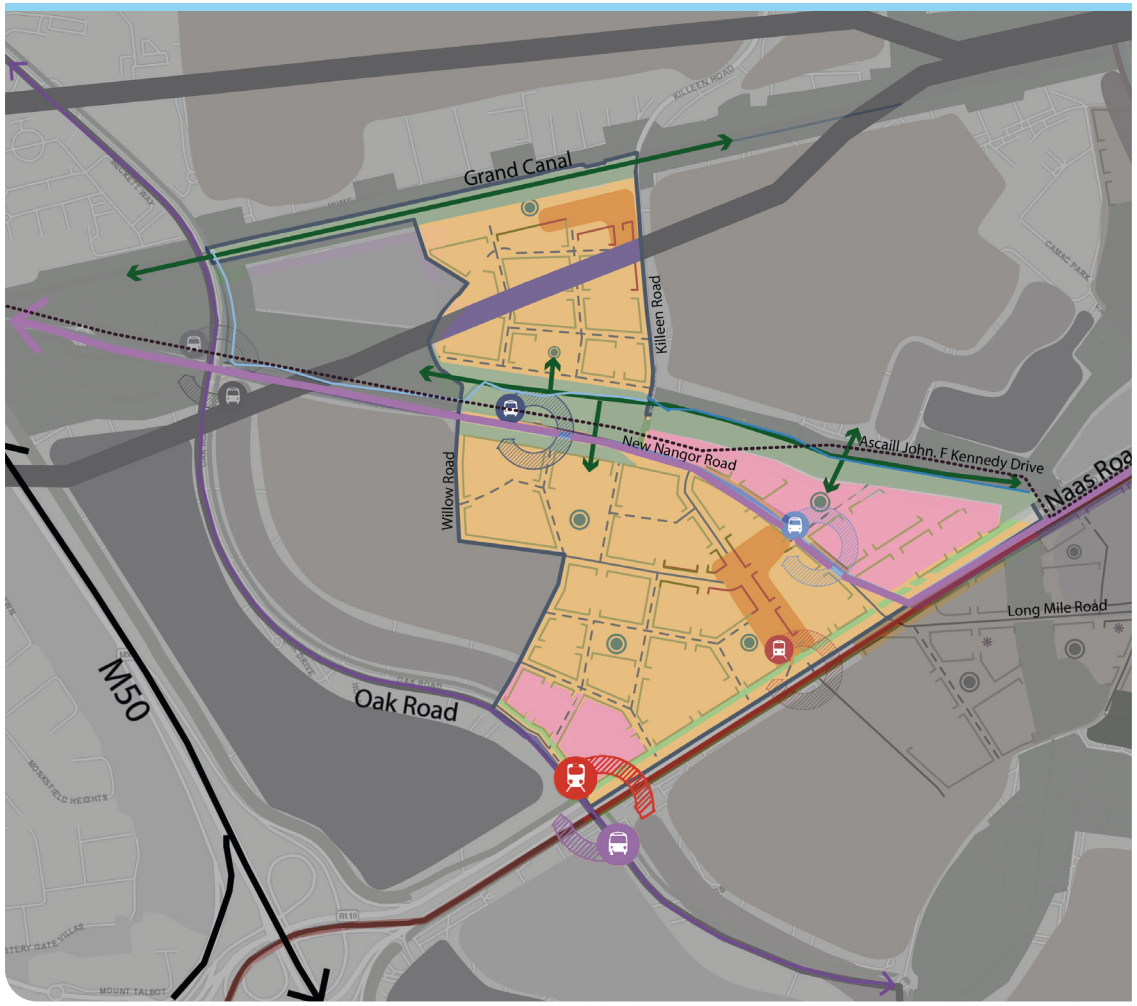


Figure 18a: Red Cow & Cherry Orchard Opportunities Map.

3.3.3 CONTEXT AND CONSTRAINTS

Key context and constraints which will be development considerations for the Red Cow & Cherry Orchard PDA are outlined below:

Red Cow & Cherry Orchard PDA: Context and Constraints

- **Overhead Electricity Line and Pylon Corridor:** An overhead electricity line and pylon corridor bisects the northern portion of the PDA and presents a significant constraint to developing some parts to the PDA if retained.
- **Seveso Site:** The south-eastern part of the PDA is within the risk contours of the BOC Seveso Site.
- **Flood Zones:** The central and south-eastern parts of the PDA are within flood zones of the River Camac.
- **Grand Canal pNHA:** The proposed Natural Heritage Area (pNHA) along the Canal is both a constraint and an opportunity - a buffer zone will need to be provided between it and any development; however it is also an opportunity to enhance greening and biodiversity.
- **Heritage / Assets:** The Grand Canal, its locks and Ballyfermot Bridge over the Canal are all significant heritage assets, also representing opportunities as well as constraints. Ballyfermot Bridge is a Protected Structure.
- **9B Sewer:** Capacity issues with the existing sewer have been identified and local interventions to free up capacity and a duplicate sewer project to remedy this are being planned for by Uisce Eireann.
- **Naas Road:** Naas Road is a dual carriage way which presents a significant barrier to north-south connectivity; however it provides connectivity to Dublin City Centre and to the national and regional road network.

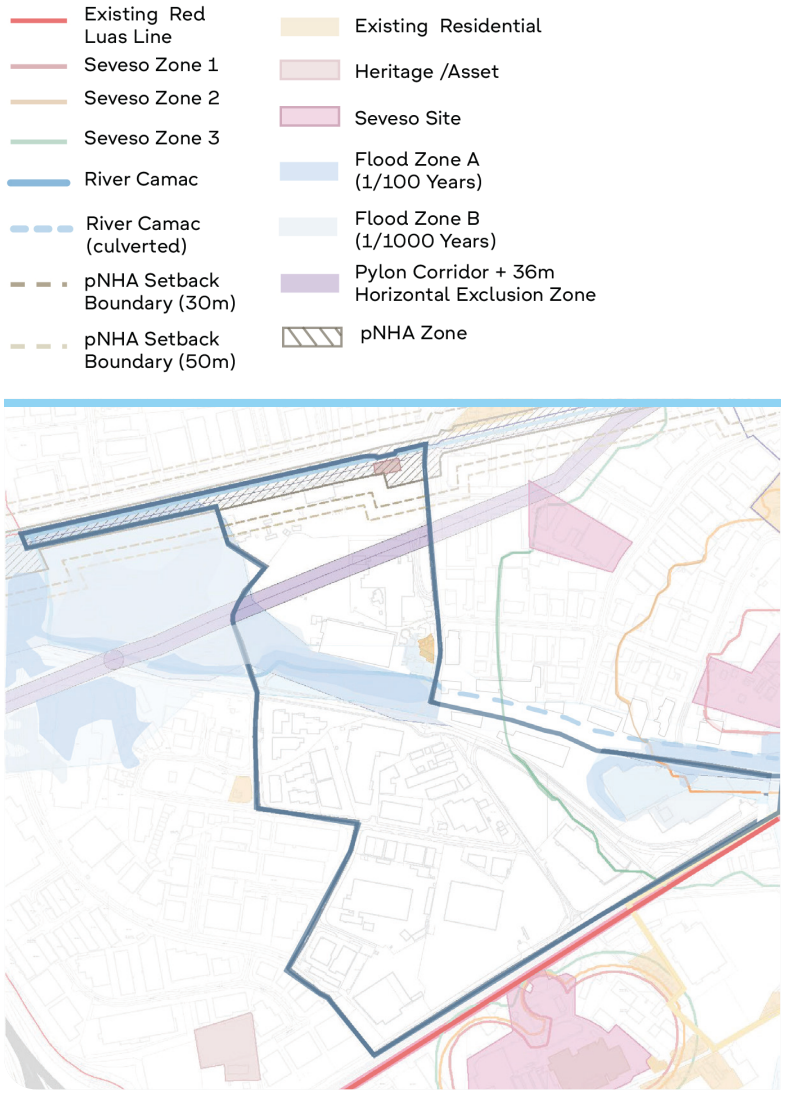


Figure 18b: Constraints Diagram of the Red Cow & Cherry Orchard PDA

3.3.4 PLANNING AND POLICY CONTEXT

The zoning map for the South Dublin County Development Plan 2022-2028 indicates that Red Cow & Cherry Orchard PDA falls mainly within the REGEN zone, with the objective

> 'to facilitate enterprise and / or residential-led regeneration, subject to a development framework for the area incorporating phasing and infrastructure delivery'.

This SURF comprises the required development framework and as such satisfies the zoning objective.

A small portion of the PDA lands along the Canal to the north is zoned 'OS' Open Space with the objective

> 'To preserve and provide for open space and recreational amenities'.

Objective REGEN: To facilitate enterprise and / or residential-led regeneration subject to a development framework for the area incorporating phasing and infrastructure delivery
Objective EE: To provide for enterprise and employment related uses
Objective OS: To preserve and provide for open space and recreational amenities

Specific objectives
County Boundary
Seveso Site

Transportation objectives
Cycleway Proposed (Cycle South Dublin)
Road Proposed - 6 Year
Road Proposed - Medium to Long Term

Views and Prospect
Proposed Natural Heritage Area (pNHA)

Priority Development Area
Red Cow & Cherry Orchard PDA
Long Mile PDA

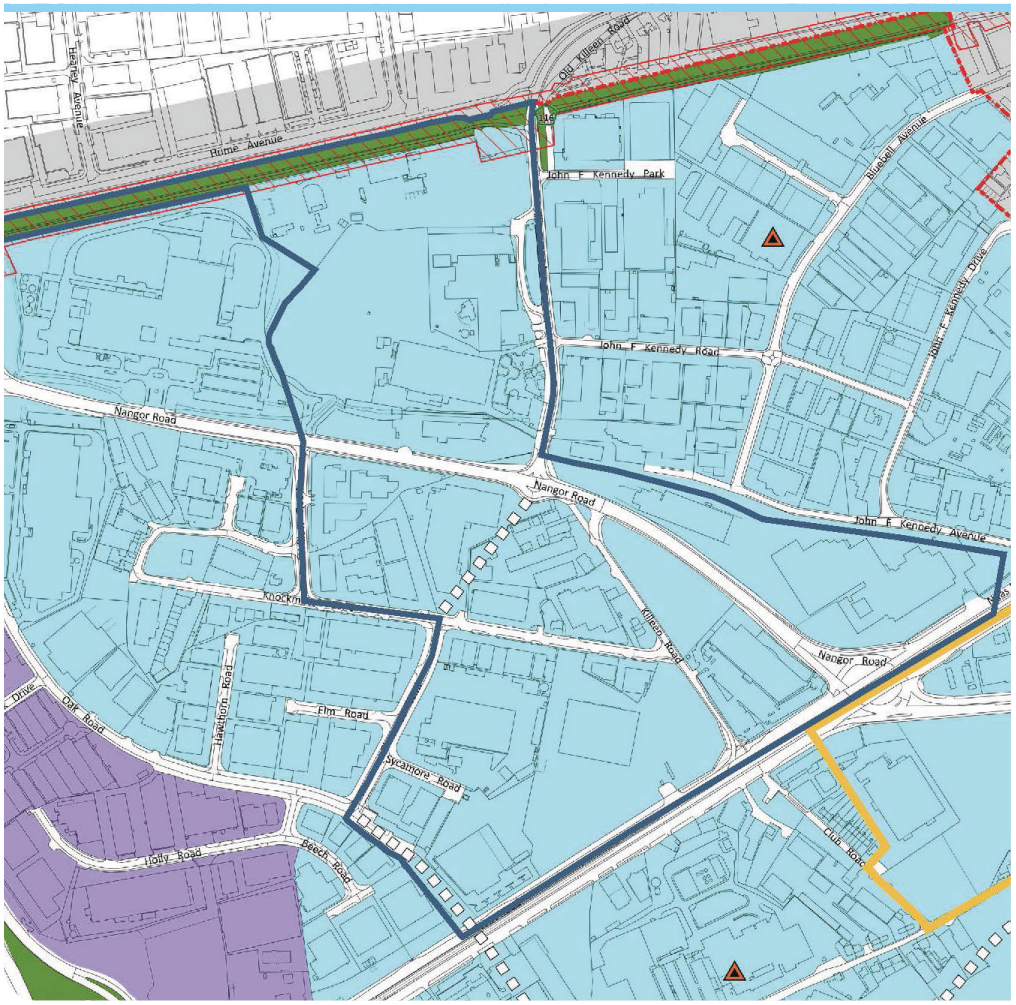


Figure 19: Extract from South Dublin County Development Plan 2022-2028, with overlay of Red Cow & Cherry Orchard PDA boundary.

3.3.5 LAND-USE STRATEGY AND ASPIRATIONS

The aspiration for the Red Cow & Cherry Orchard PDA is for it to evolve as a mixed-use residential and employment area, with two new local centres and two linear parks focused on the Grand Canal and River Camac. A new Luas stop is proposed on the Naas Road which represents a significant opportunity for this PDA. Approximately 3,100 residential units are envisaged (+/- 15%), which is expected to yield an ultimate population of nearly 8,500 people.

Employment uses will be distributed throughout the PDA with a higher concentration towards Naas Road. At the south-western fringe, employment-led mixed use will feather into more industrial uses outside the PDA to the west. At the edge of the River Camac, the proposed employment-led mixed-use area reflects the flood risk of that particular location, where employment uses will be more appropriate than residential. Employment opportunities will be provided through offices, urban workspaces, and urban industries, offering approximately 3,900 jobs (+/- 15%) within the PDA and providing circa 137,000m^2 employment floor space. Development guidance per neighbourhood is set out in Table 14.

The two local centres, Knockmitten in the south and Killeen in the north, will provide amenities, cultural and community uses serving the surrounding neighbourhoods and acting as focal points. Community infrastructure, including schools and community/cultural facilities, will be relatively evenly distributed. An indicative location for a heat recovery centre has been identified in the east of the PDA, linked to a potential project to use heat from the 9B sewer for district heating.

Red Cow & Cherry Orchard PDA: Land-Use Strategy and Aspirations

- Create mixed-use neighbourhoods that incorporate residential, employment and community uses within urban block structures.
- Create employment-led mixed-use hubs at Oak Road and Nangor Road in proximity to the proposed new Luas Stop on Naas Road.
- Capitalise on the proposed new Naas Road Luas stop to create a local centre at Knockmitten that complements the major centre at Naas Road (latter in Dublin City Council (DCC) area).
- Create a smaller local centre along Killeen Road and the Grand Canal that activates the northern end of the PDA.
- Enhance the green infrastructure along the Grand Canal, with a view to creating a biodiversity corridor and part of a linear park.
- Re-naturalise the Camac River to improve flood resilience and create a biodiversity corridor that will form part of a linear park.
- Investigate the potential for recovery of heat from the 9B sewer for district heating.
- Provide a crossing over the Naas Road at Oak Road to provide connectivity and to facilitate future orbital public transport.
- Provide a cycle crossing at the Naas Road/Long Mile Road/ Nangor Road junction that sets a design standard as a flagship piece of infrastructure for the City Edge area, ensuring consistency with permitted and proposed infrastructure schemes.

Table 13: Red Cow & Cherry Orchard PDA: Summary.

Area	Population +/-15%	Residential units +/-15%	Jobs +/-15%	Employment Floor Space Target (m²)
52 ha	8,494	3,100	3,912*	136,932

*Jobs ratio applied of 0.7 across PDAs with the exception of Long Mile PDA where a jobs ration of 0.9 is applied.



Figure 20: Red Cow & Cherry Orchard PDA Indicative Land Use Map.

3.3.6 STREET HIERARCHY AND MOVEMENT

3.3.6.1 Street Hierarchy

The major arterial route, Naas Road, running along the southern boundary of Red Cow & Cherry Orchard PDA, connects the area to Dublin City Centre and the wider arterial road network including the M50 to the west. Nangor Road acts as a secondary major spine route through the district from which secondary and tertiary routes extend creating a permeable movement network and providing local access to the surrounding neighbourhoods.

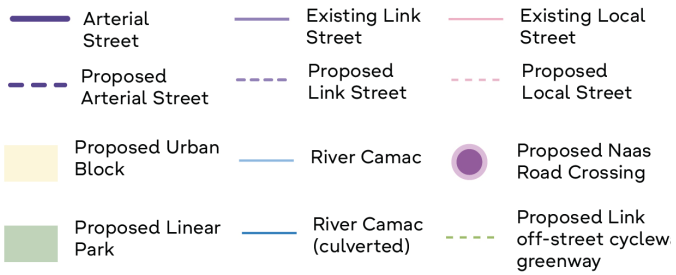




Figure 21: Street Hierarchy Diagram.

3.3.6.2 Cycling Network

Cycle routes proposed by the NTA will cross the area. Connectivity along Nangor Road will be augmented through further connections north and south in the context of the urban block structure of the PDA. Design of the River Camac and Grand Canal Linear Parks may include small scale pedestrian/cycle bridges/crossings.

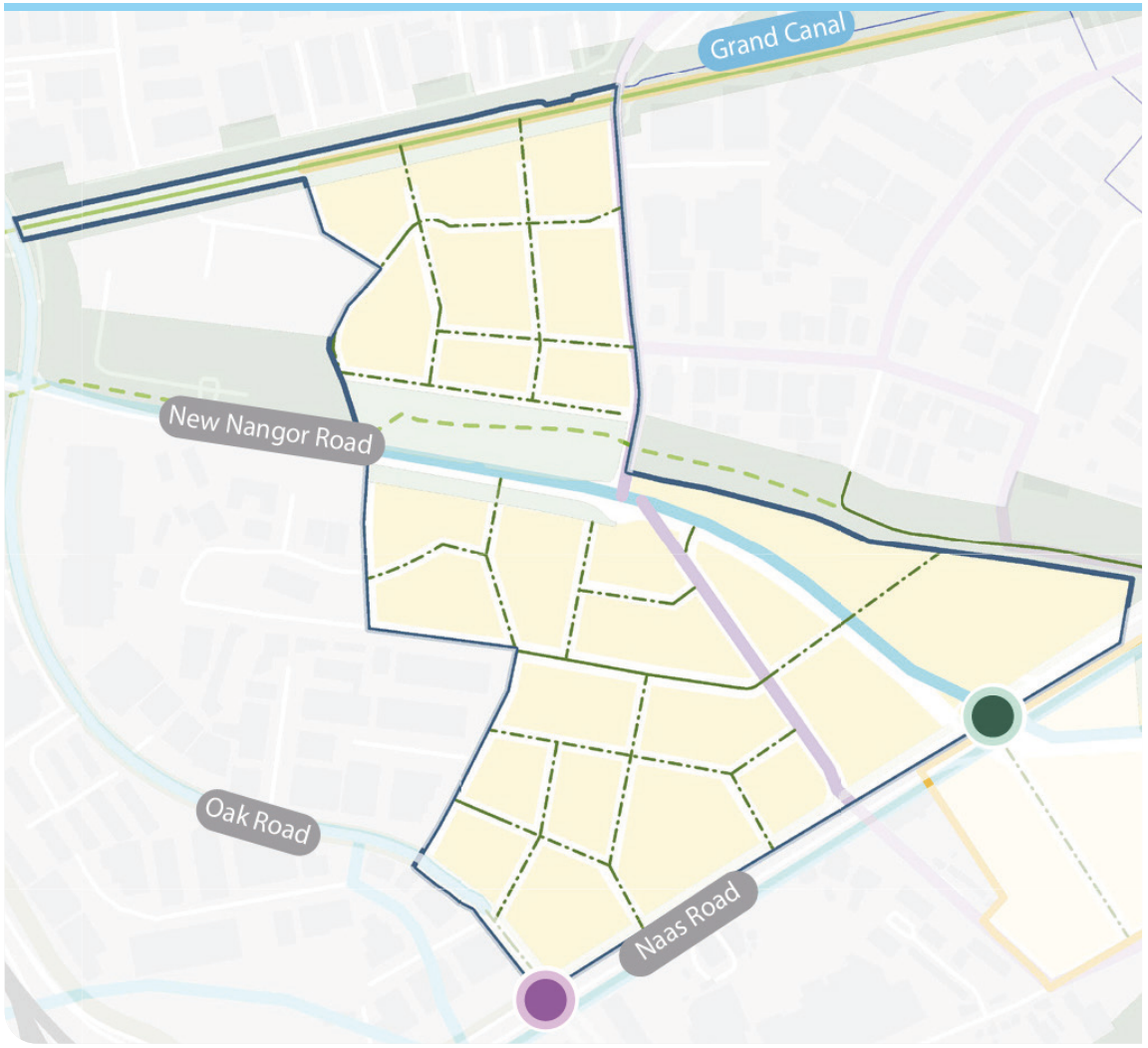


Figure 22: Cycling Network

3.3.6.3 Mobility and Public Transport Infrastructure

A new Luas stop is proposed at the junction of Naas Road and Club Road, incorporating a mobility hub adjoining the new Knockmitten local centre. A new BusConnects route is planned through the PDA which will connect with both the Luas Line and proposed Orbital public transport route.

Two indicative locations for mobility hubs have been identified within close proximity of existing and proposed public transport routes.



Figure 23: Mobility and Public Transport Infrastructure.

3.3.7 SUSTAINABLE DRAINAGE

Sustainable drainage is one of the big challenges of City Edge. A fundamental principle of the City Edge approach is that nature-based Sustainable Urban Drainage Systems (SuDS) should be utilised to minimise the impact of surface water drainage on the sewer system, thereby freeing up capacity for growth. As such, all SuDS must be integrated and perform collectively, whilst being incorporated into all developments, all community parks and the public realm.

Within the Red Cow & Cherry Orchard PDA, green infrastructure and community parks have been located to take advantage of the topography, helping to naturally slow surface drainage towards water courses. The layout of these in relation to topography is shown in the map at Fig. 24. There is some flexibility regarding the sizes and locations of community parks and natural infrastructure within PDAs based on factors such as topography, the layout of development schemes, existing drainage systems and to help with the practical implementation of SuDS.

The section in Chapter 2 dealing with Surface Water / Rainwater Management sets out requirements in relation to preparation of rainwater management plans at a neighbourhood or PDA level incorporating nature-based solutions. Foul and stormwater drainage systems must be separated.

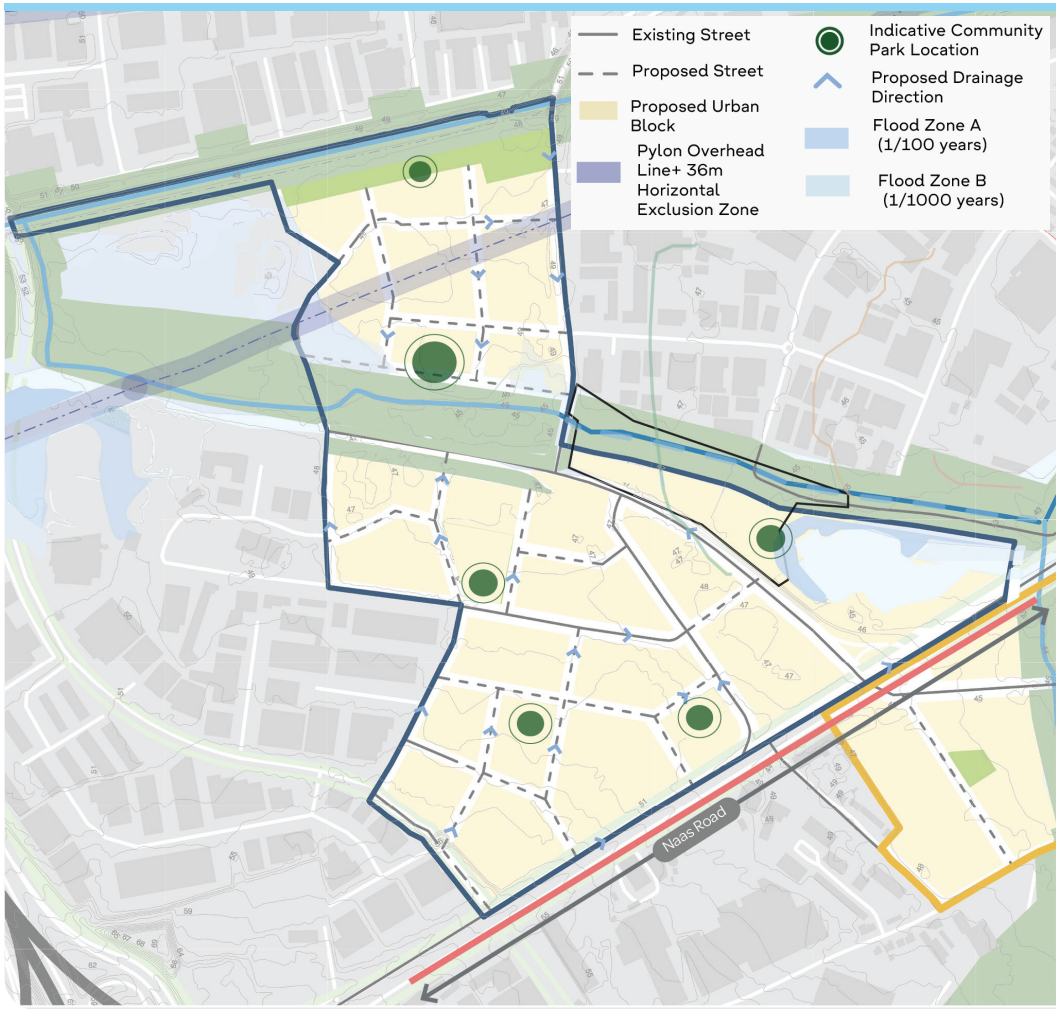


Figure 24: : Red Cow & Cherry Orchard PDA Natural Infrastructure and Sustainable Drainage.

3.3.8 PROPOSED LAYOUT AND STRUCTURE

The Red Cow & Cherry Orchard PDA comprises two areas bisected by the River Camac corridor. A larger local centre proposed in the south of the area near to the proposed Luas stop will be complemented by a smaller centre along Killeen Road and Grand Canal. All areas within the PDA will have easy access to local services, community and cultural facilities. Community parks, schools and community facilities are shown equitably distributed.

The Layout and Structure Diagram at Fig. 25 establishes the spatial configuration and block structure for the PDA including:

- Existing streets that will be retained.
- Proposed new streets.
- Existing and proposed public transport stations, stops and mobility hubs.
- Different land uses including Natural Infrastructure, Residential-Led Mixed Use, Employment-Led Mixed Use, and Local Centre.
- Superblock structure, coloured by land use, denoting fixed extents that can be further sub-divided into urban blocks.
- Urban block frontages providing guidance on where buildings should clearly define blocks, streets, and key routes.
- Active frontage locations where ground floor uses should facilitate direct, visual, and physical engagement between a building's ground floor and the public street or space (e.g. retail, civic or community uses).
- The approximate extents of local centres.
- The indicative location of community parks.
- The indicative location of schools, community and cultural facilities.
- The area-wide green infrastructure network including the River Camac and Grand Canal Linear Parks and Green Corridors.
- Potential location for heat recovery centre from 9B sewer.
- The location of the existing overhead electricity line pylon corridor (for context).

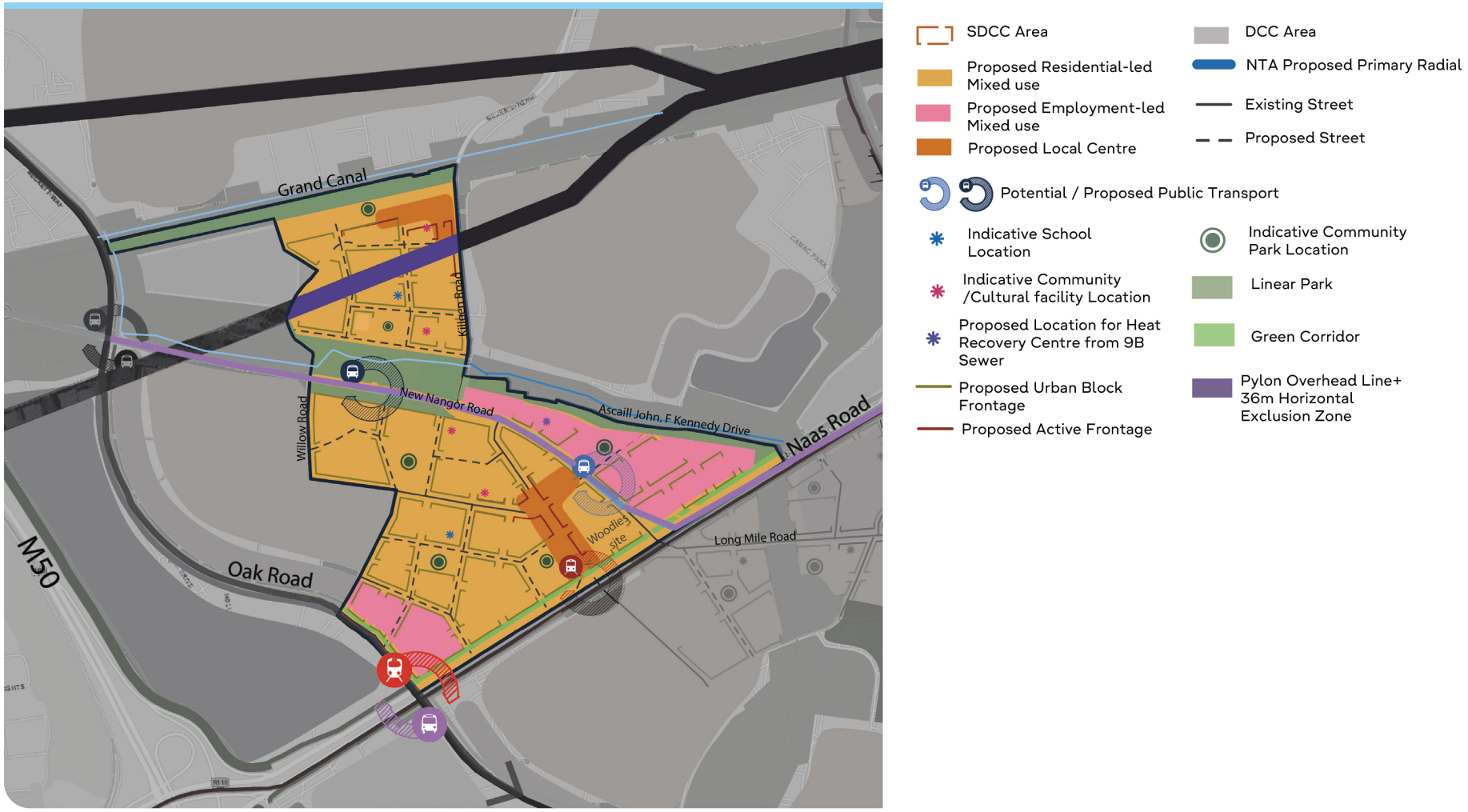


Figure 25: Layout and Structure Diagram of the Red Cow & Cherry Orchard PDA.

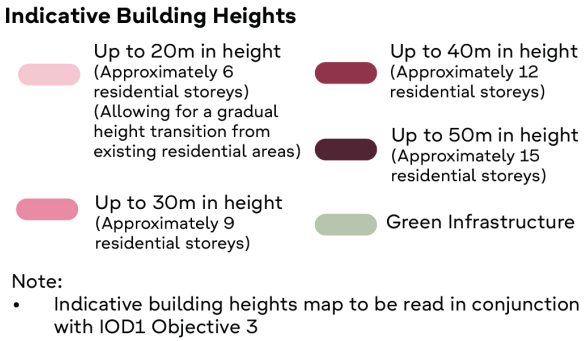
3.3.9 BUILDING HEIGHT CONCEPT

The diagram at Fig. 26 illustrates the proposed approach to height and townscape across the PDA. Height should also be considered in the context of the plot ratios set out for each neighbourhood.

In the Red Cow & Cherry Orchard PDA, locally higher buildings of up to 15 storeys are considered appropriate along the Naas Road corridor with much of the remainder of the PDA delivering medium density mixed-use with heights up to 9 storeys. Heights reduce further close to the Grand Canal, its associated pNHA and the proposed linear park, and the River Camac and proposed linear park.

Note 1:
*Residential storeys are assumed to be 3.2m floor to floor. The number of storeys has been approximated down.

Note 2:
The prevailing heights across the wider City Edge area should range between 3-8 storeys with lower heights adjacent to sensitive areas such as existing low-rise residential development.



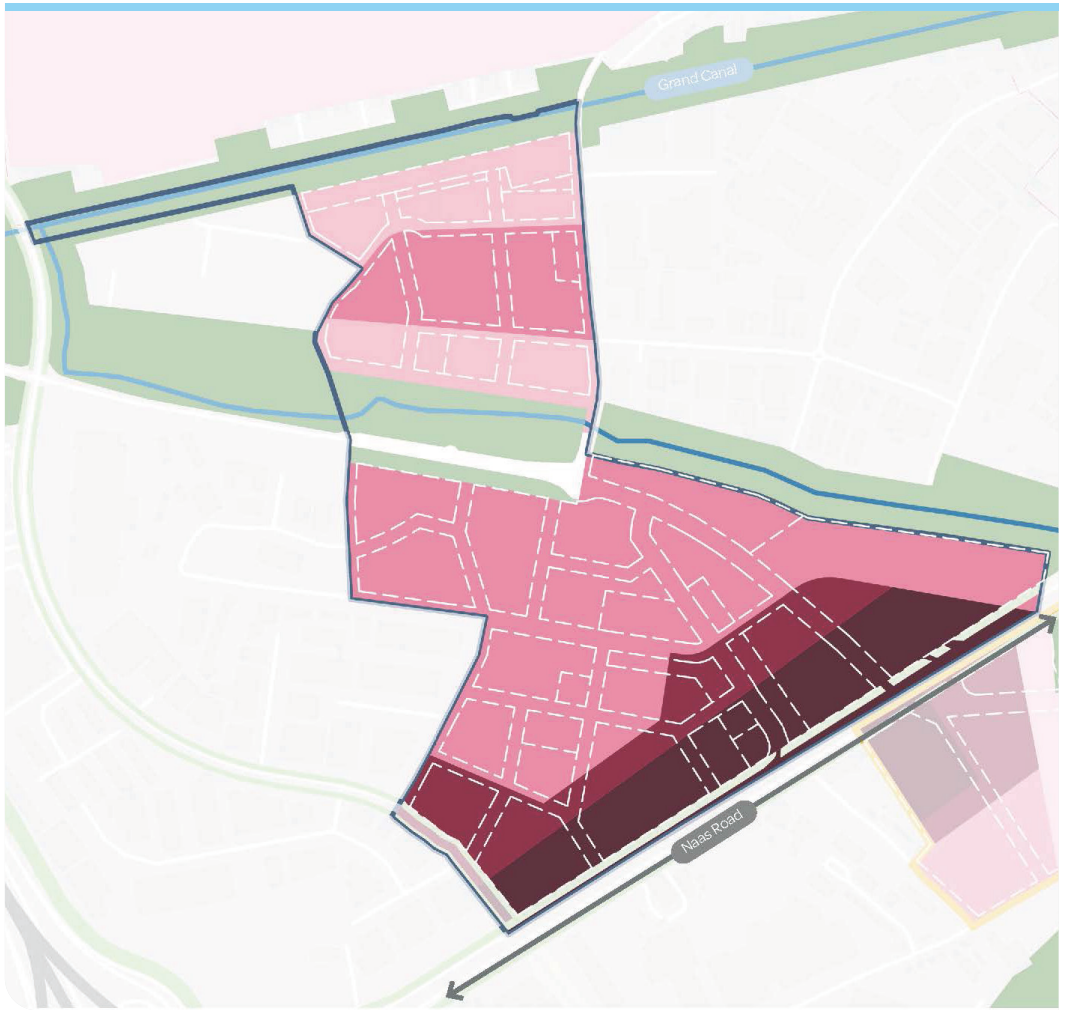


Figure 26: Building Heights Concept Diagram of the Red Cow & Cherry Orchard PDA.

3.3.10 NEIGHBOURHOOD PLAN

Red Cow & Cherry Orchard PDA will be a vibrant mixed-use area that provides new homes, employment and commercial uses. Local centres will be located in both the northern and southern portions of the PDA with an increased offer closer to Naas Road and the proposed transport hub and Luas stop. Targets for residential and employment uses are set out in Table 14.

The PDA has been subdivided into 5 neighbourhoods with differing characters:

Neighbourhood 1 is located between the River Camac and the Canal and will be somewhat lower in density. It will comprise mainly residential led mixed use with the Killeen local centre located between Killeen Road and the green buffer zone along the Canal and the pNHA.

Neighbourhood 2 is situated immediately to the south of the River Camac and will also comprise mainly residential led mixed use along with part of the Knockmitten local centre.

Neighbourhood 3 proposes a higher percentage of employment-led mixed use, reflecting its proximity to the Naas Road major centre (DCC area) and the flood zone of the River Camac. The area will also contain some residential led mixed use and part of the Knockmitten local centre. The local centre is focused around connections to the proposed Luas and Bus Connects stops.

Neighbourhood 4 is close to the Naas Road and will consist of primarily higher density residential led mixed use and includes part of the local centre.

Neighbourhood 5 is located in the southwest of the PDA and proposes a mix of employment and residential uses, with heights and densities increasing towards the Naas Road to the south and towards the industrial area outside the PDA to the west.

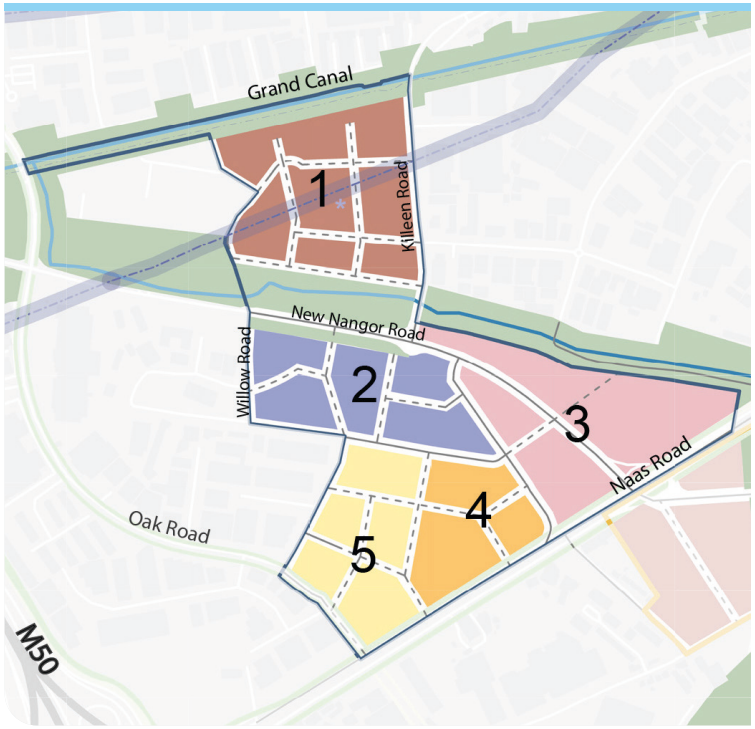


Figure 27: Neighbourhood Diagram of the Red Cow & Cherry Orchard PDA.

Table 14: Red Cow & Cherry Orchard PDA Development Guidance.

Neighbourhood		1	2	3	4	5
Density	Plot Area (ha)	7.7	5.6	8.7	3.9	4.8
	Plot Ratio (+/- 15%)[A]	2.0	2.5	1.75	2.75	2.5
Projected Population (+/- 15%)[B]		1781	1781	1781	1507	1644
Residential Units Target (+/- 15%)		650	650	650	550	600
Jobs (Target)[C]		743	743	1095	587	744
Employment Floor Space (Target in m^2)[D]		26,017	26,017	38,341	20,540	26,017
Resources and Infrastructure	Retail/F&B/Leisure	Shopping Parade c.4000 m^2	Shopping Parade c.6000 m^2			
	Min. School Requirement[E]	1	0	0	0	1
	Community and Cultural Facility	2	2	0	0	0
	Community Park Target (ha)[F]	0.6	0.6	0.6	0.5	0.6
	Heat Recovery Centre from 9B Sewer	0	0	1	0	0

Note: Figures rounded to nearest whole number.

A. Plot ratio is considered across the neighbourhood, and fluctuations within the neighbourhood may be appropriate if they accord with the townscape strategy.

B. Population based on an average household size of 2.74.

C. Jobs based on a labour force participation rate of 65.8%, a jobs ratio ranging from 0.7 and 0.9 for higher intensity areas e.g Long Mile PDA and an average floor space of 35m^2 per Employee based on retail/office/urban workspace and urban industry standards for floor space per employee.

D. Employment floor space target considers larger floor plates required for urban industry uses.

E. School numbers to be determined based on demand reflecting growth and latent availability, in consultation with the Department of Education and Youth.

F. Generally 0.2-2.5 ha per park, providing 3.5m^2 per person (minimum 2m^2) with a total area proportionate to the quantum of residential.

3.4 LONG MILE PDA

3.4.1 LOCATION, EXTENT AND EXISTING CHARACTER

The Long Mile Priority Development Area (PDA) lies in the centre of City Edge and comprises an area of circa 23 ha making it less than half the size of the other SDCC PDAs. It has been identified as an opportunity area appropriate for short-to-medium term transformation. The area is characterised by a mixture of employment and industrial uses with small pockets of residential and other uses. It sits between and directly adjacent to the Red Cow & Cherry Orchard PDA and Naas Road PDA (the latter is in the DCC area) and is bisected in an east / west direction by the Long Mile Road. The Naas Road forms the northern boundary while the border with the Dublin City Council area which runs alongside Parkmore Industrial Estate and along the Robinhood Road forms most of the eastern edge of the PDA. The western boundary is demarcated by Club Road and the rear gardens of the houses on this road.

Long Mile PDA has a high proportion of automotive related uses with 63% of land use occupied by auto dealerships or maintenance (note that this figure is somewhat skewed by car parking/storage taking up significant space). Office, warehouse and commercial together take up another 28% of land in Long Mile. There are also several small groups of houses within the PDA. Blue-green infrastructure includes the courses of the Ballymount Stream and Walkinstown Stream (tributaries of the River Camac) while Walkinstown Park immediately to the south and Drimnagh Castle and Gardens to the west comprise significant local green spaces (both are outside the PDA and within DCC area).

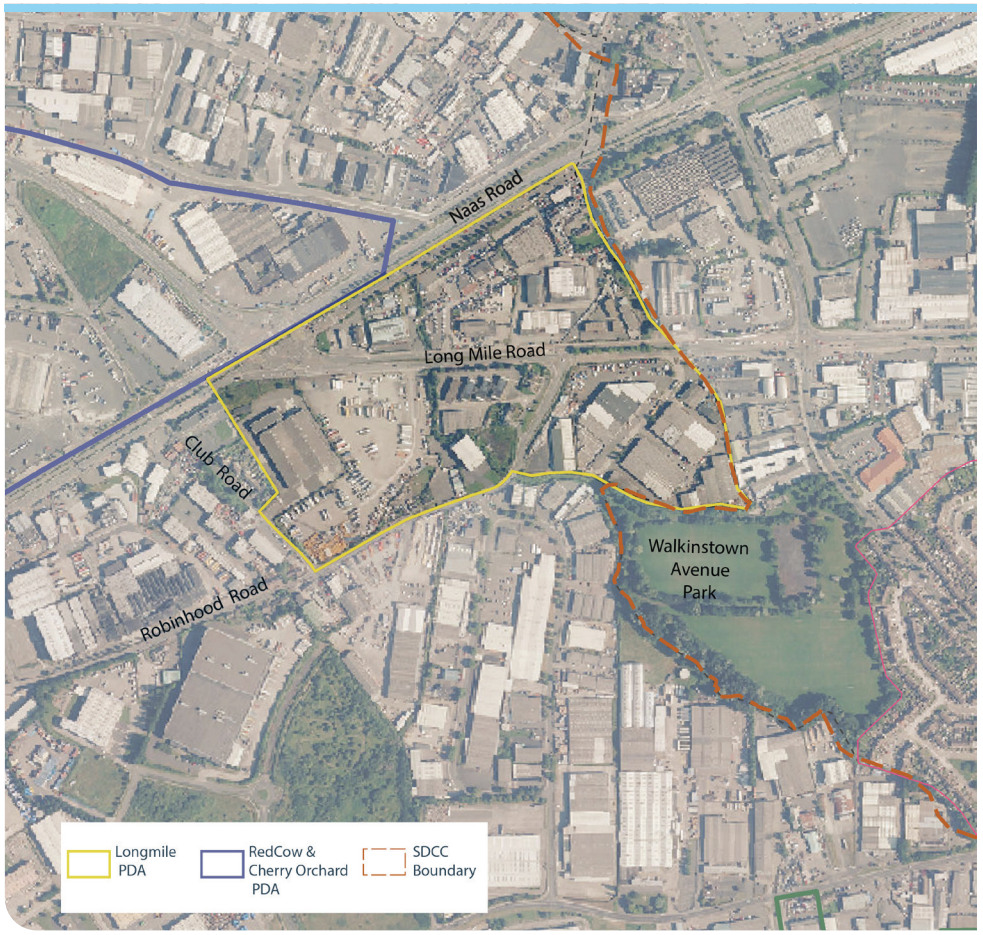


Figure 28: Aerial showing boundary of Long Mile PDA.

3.4.2 OPPORTUNITIES

This area has been identified for early development due to a number of characteristics that represent opportunities for its future regeneration:

Long Mile PDA: Opportunities

- **Luas:** The Luas Red Line runs along the northern boundary of the PDA and a new Luas Stop incorporating a mobility hub is planned on Naas Road at the junction with Club Road, while the proposed major transport hub at Kylemore Luas stop (DCC area) is also a short walk away.
- **BusConnects:** The proposed City Centre to Clondalkin Core Bus Corridor will be routed along the Naas Road on the northern boundary of the PDA, which will further improve the area's public transport connections.
- **National Roads:** The PDA is proximate to the Naas Road and M50 giving good access to the national road network.
- **Blue and Green Infrastructure:** The Ballymount and Walkinstown Streams (tributaries of the River Camac) flow through the PDA while the nearby Walkinstown Park and Drimnagh Castle Gardens form significant local green spaces. The streams (which are partly culverted) present the opportunity for renaturalisation, improved flood resilience and formation of part of a major linear park to cater for recreation, biodiversity and active travel and connect to Walkinstown Park to the south.
- **Major and Local Centres:** While no centres are proposed within Long Mile PDA, it is close to the proposed Naas Road Major Centre (DCC area) and proposed Knockmitten Local Centre (Red Cow & Cherry Orchard PDA).
- **Established Employment Location:** The PDA is an established employment location, presenting the opportunity to intensify existing employment and diversify into new employment types.

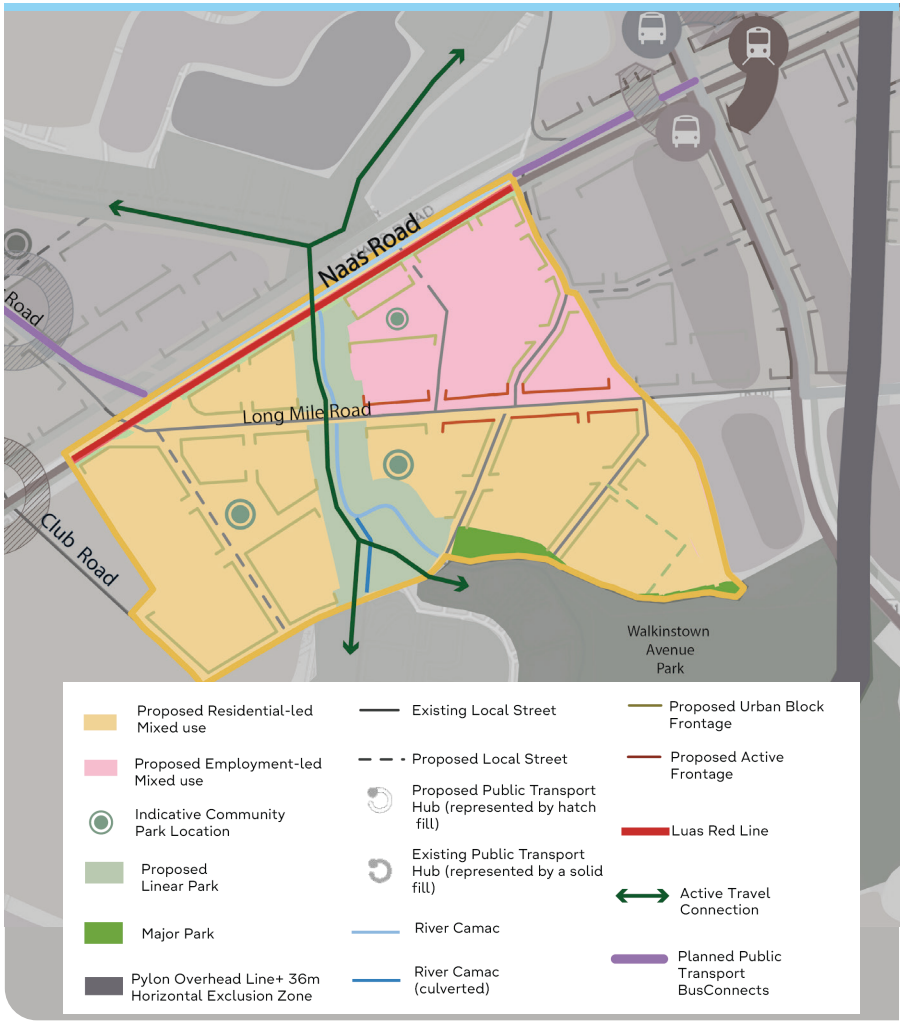


Figure 29: Long Mile PDA Opportunities Map.

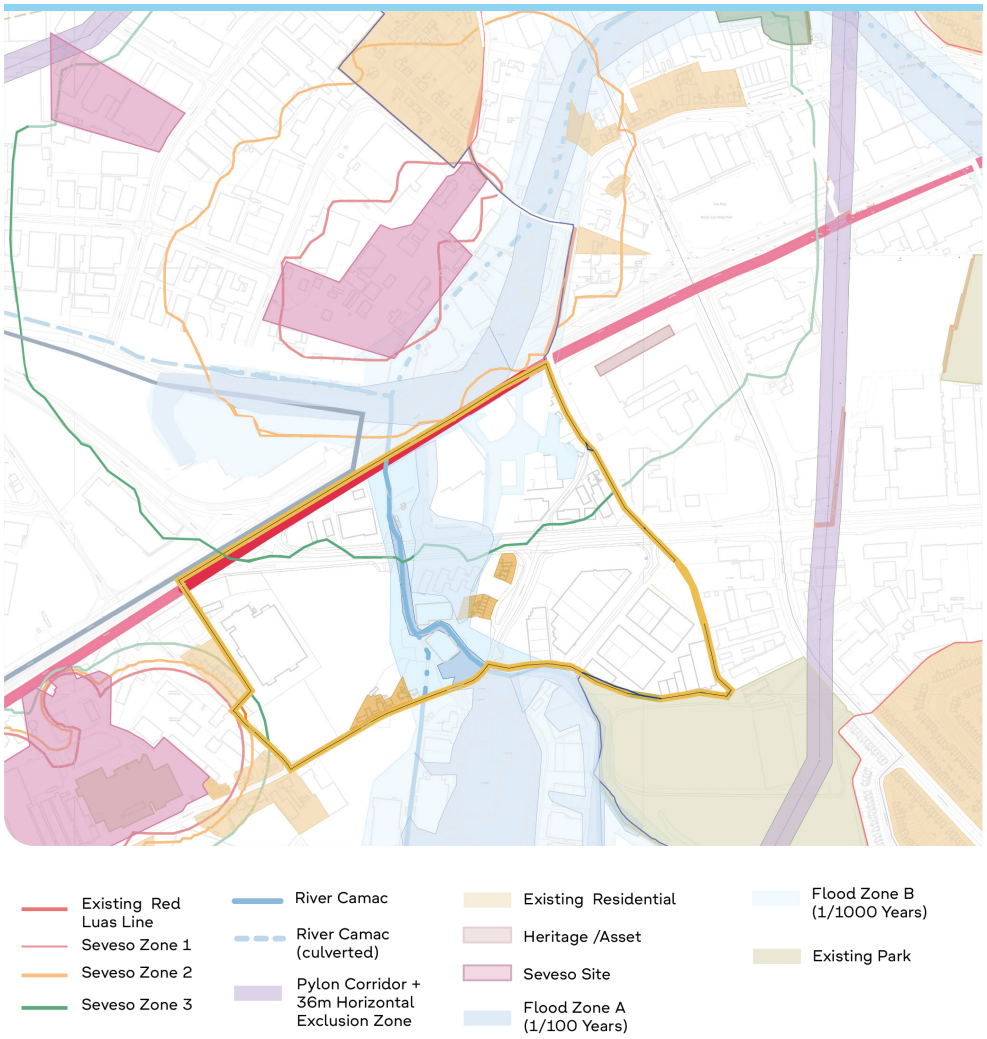


Figure 30: Constraints Diagram of the Long Mile PDA.

3.4.3 CONTEXT AND CONSTRAINTS

Key context and constraints which will be development considerations for the Long Mile PDA are outlined below:

Long Mile PDA: Context and Constraints

- **Seveso Site:** A small area in the south-eastern part of the PDA is within the risk contours of the Irish Distillers site.
- **Flood Zones:** The central part of the PDA is within the flood zones of the Walkinstown and Ballymount Streams (tributaries of the River Camac). There is some culverting of the Ballymount Stream in the southern part of the PDA.
- **Residential:** There are small pockets of existing housing along the Club Road, Robinhood Road and Robinhood Park. Future development will need to have regard to residential amenity of existing and new residents.
- **9B Sewer:** Capacity issues with the existing sewer have been identified and local interventions to free up capacity and a duplicate sewer project to remedy this are being planned for by Uisce Eireann.
- **Major Roads:** Naas Road and Long Mile Road are both dual carriage ways which present significant barriers to north-south connectivity; however they provide connectivity to Dublin City Centre and to the national and regional road network.

3.4.4 PLANNING AND POLICY CONTEXT

The zoning map for the South Dublin County Development Plan 2022-2028 indicates that Long Mile PDA falls entirely within the REGEN zone, with the objective

> 'to facilitate enterprise and / or residential-led regeneration, subject to a development framework for the area incorporating phasing and infrastructure delivery'.

This SURF comprises the required development framework and as such satisfies the zoning objective.

Objective REGEN: To facilitate enterprise and / or residential-led regeneration subject to a development framework for the area incorporating phasing and infrastructure delivery

Specific objectives
- County Boundary
- Seveso Site

Transportation objectives
- Cycleway Proposed (Cycle South Dublin)
- Road Proposed - 6 Year
- Road Proposed - Medium to Long Term

Priority Development Area
- Long Mile PDA
- Red Cow & Cherry Orchard PDA

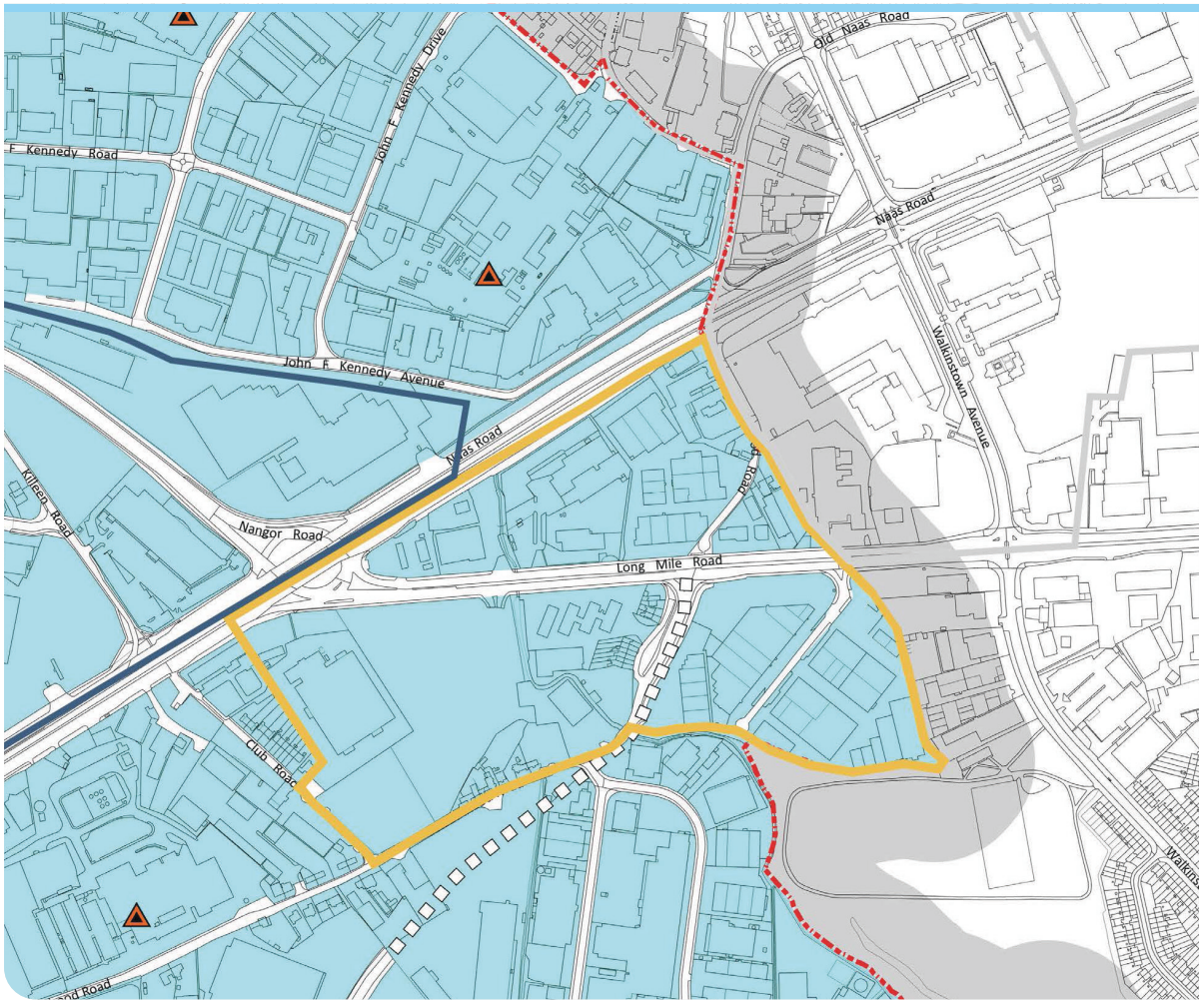


Figure 31: Extract from South Dublin County Development Plan 2022-2028, with overlay of Long Mile PDA boundary.

3.4.5 LAND USE STRATEGY AND ASPIRATIONS

The ambition for the Long Mile PDA is to have a mix of residential and employment uses while serving as a transition between the major centre in Naas Road (DCC area) and the Knockmitten local centre that will emerge around the new Luas stop. The northeast quadrant will provide a strong employment and commercial focus along Naas Road while Long Mile Road will also host some employment uses with active ground floors including leisure and cultural uses. Employment uses will be delivered in urban blocks alongside residential creating a mixed-use area, with the proportion of residential use increasing towards the suburban / green context to the southeast in order to provide a transition. Development guidance per neighbourhood is set out in Table 16. The proposed new Luas stop and existing Walkinstown Park are significant opportunities for this PDA. Approximately 1,700 residential units are envisaged (+/- 15%), which is expected to yield an ultimate population of circa 4,750 people (+/- 15%). Employment floor space target is approximately 98,000 m^2 and will be manifested through office and urban workspace typologies, providing circa 2,800 jobs (+/- 15%).

Long Mile PDA: Land Use Strategy and Aspirations

- Create mixed-use neighbourhoods that incorporate residential, employment and community uses within urban block structures.
- Create an employment led mixed use area between the Naas Road and Long Mile Road east of the Walkinstown Stream.
- Provide residential-led mixed use areas in the southern and western parts of the PDA.
- Create a linear park focused on the River Camac tributaries that flow north-south through the PDA, renaturalising culverted parts of the watercourses, improving flood resilience and providing an active travel corridor.
- Promote connectivity between the proposed River Camac Linear Park and Walkinstown Park to the south.

Table 15: Long Mile PDA: Summary.

Area	Population +/-15%	Residential units +/-15%	Jobs +/-15%	Employment Floor Space Target (m²)
23 ha	4,751	1,734	2,814*	98,474

*Jobs ratio applied of 0.7 across PDAs with the exception of Long Mile PDA where a jobs ration of 0.9 is applied.

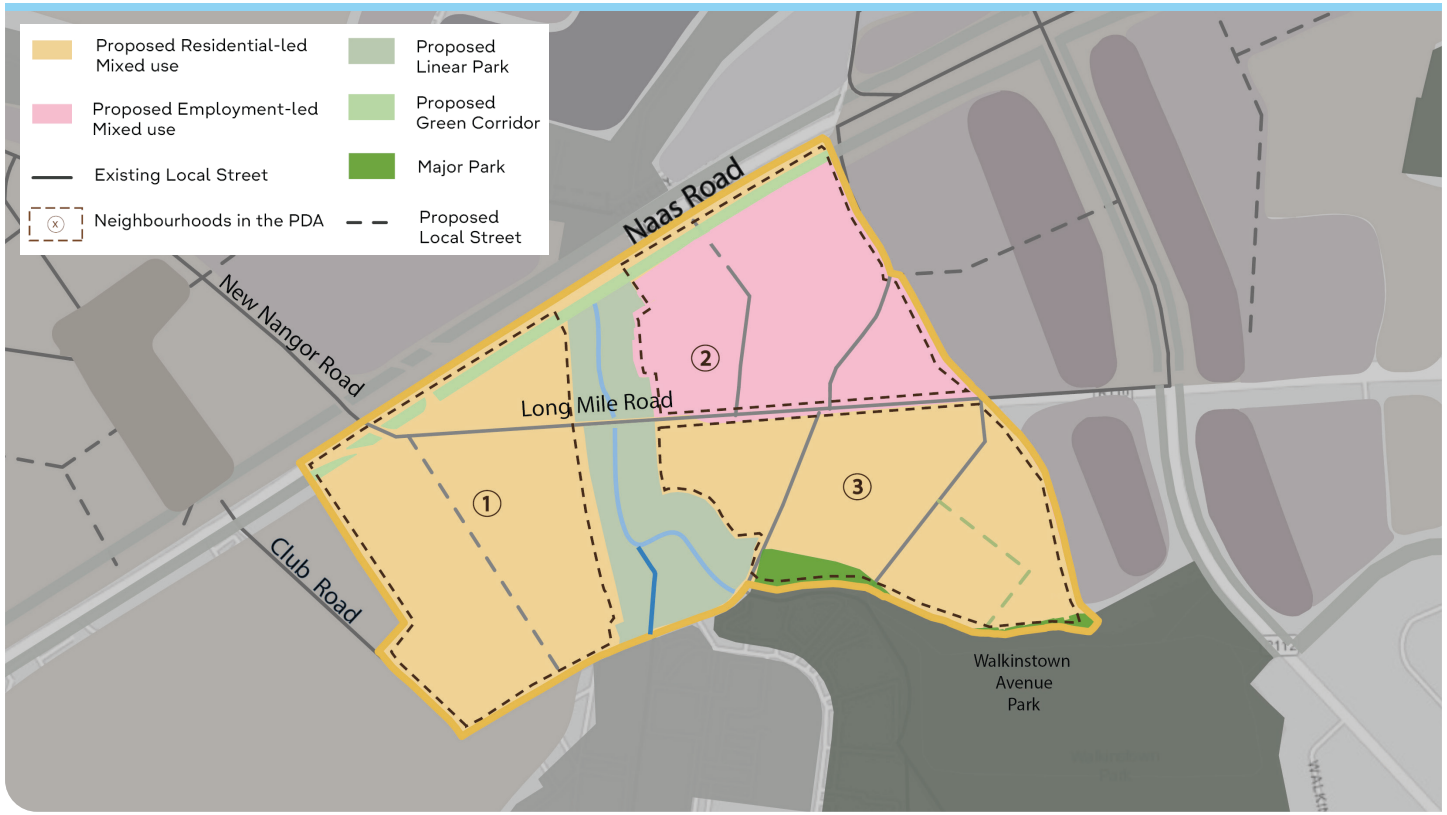


Figure 32: Long Mile PDA Indicative Land Use Map.

3.4.6 STREET HIERARCHY AND MOVEMENT

3.4.6.1 Street Hierarchy

The Long Mile District lies just to the south of Naas Road which provides direct access to Dublin City Centre and the wider regional network. Long Mile Road, which bisects the district acts as a spine from which secondary and tertiary routes link to and provide access within neighbourhoods. New connections are created north-south to connect Walkinstown Park with Naas Road to the north.

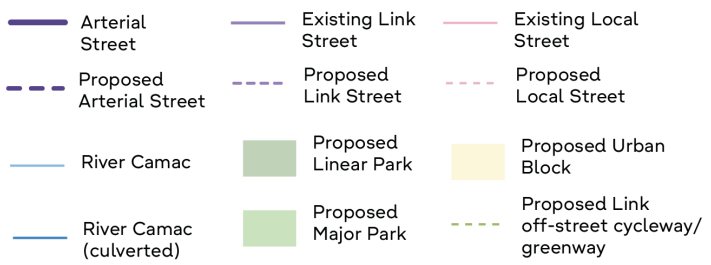
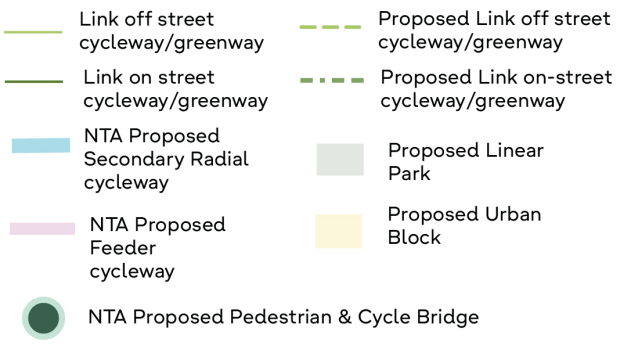




Figure 33: Street Hierarchy Diagram of Long Mile PDA.

3.4.6.2 Cycling Network

Cycle routes proposed by the NTA will cross the area. Connectivity along Long Mile Road will be augmented through further connections north and south thanks to the urban block structure of the PDA, as well as with routes along the River Camac tributary corridors.



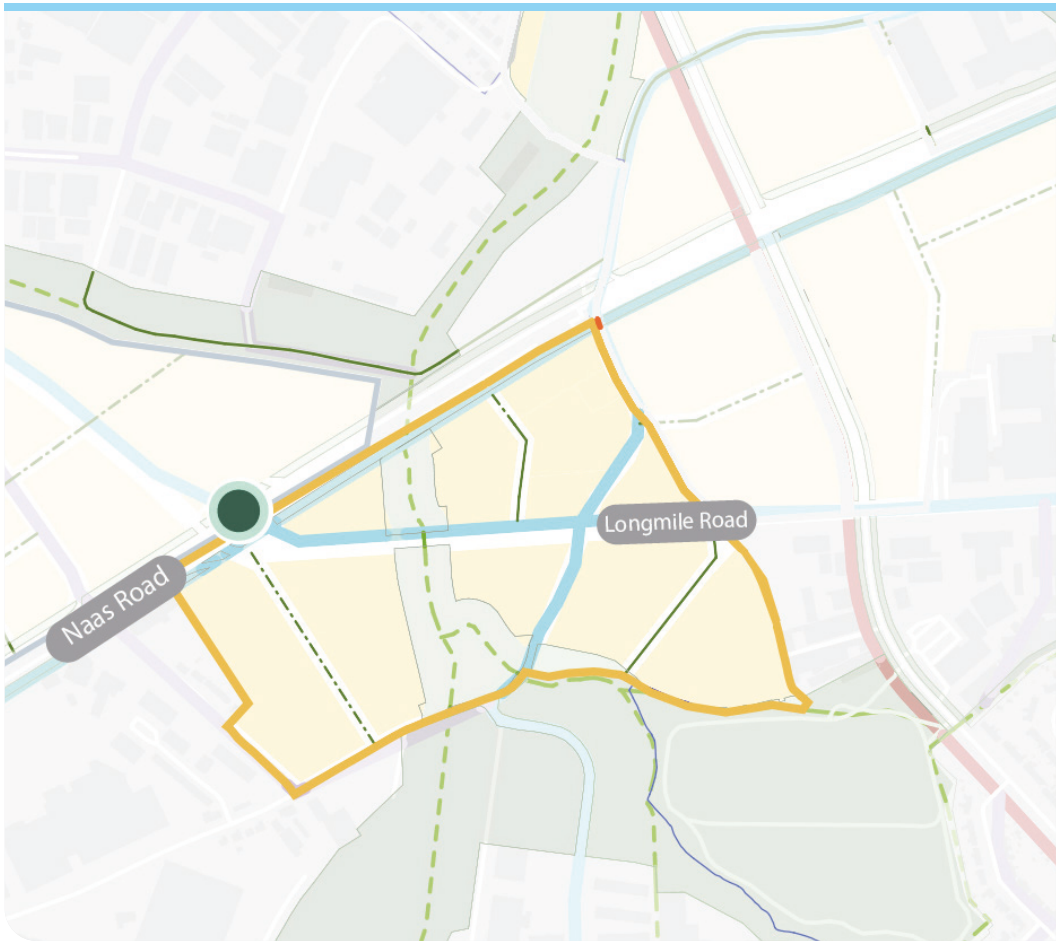


Figure 34: Cycling Network

3.4.6.3 Mobility and Public Transport Infrastructure

All urban blocks within the Long Mile District are within a short walk of either the proposed major transport hub at Kylemore Luas stop or the proposed new Luas stop and transport hub on Naas Road. Additionally, the proposed BusConnects route runs along the northern edge of the district will connect Clondalkin to Dublin City Centre.

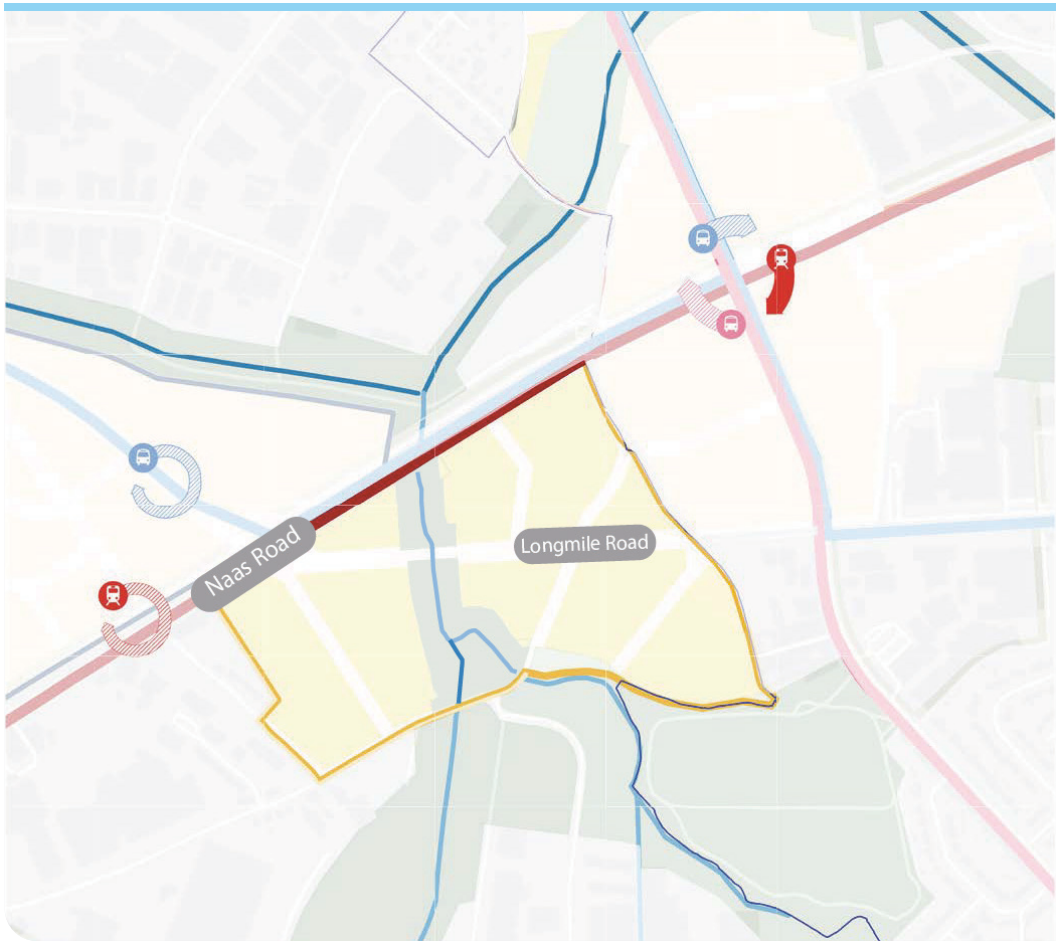


Figure 35: Mobility and Public Transport Infrastructure.

3.4.7 SUSTAINABLE DRAINAGE

Sustainable drainage is one of the big challenges of City Edge. A fundamental principle of the City Edge approach is that nature-based SuDS should be utilised to minimise the impact of surface water drainage on the sewer system, thereby freeing up capacity for growth. As such, all SuDS must be integrated and perform collectively, whilst being incorporated into all developments, all community parks and the public realm.

Within the Long Mile PDA, green infrastructure and community parks have been located to take advantage of the topography, helping to naturally slow surface drainage towards water courses. The layout of these in relation to topography is shown in the map at Fig. 36. There is some flexibility regarding the sizes and locations of community parks and natural infrastructure within PDAs based on factors such as topography, the layout of development schemes, existing drainage systems and to help with the practical implementation of SuDS.

The section in Chapter 2 dealing with Surface Water / Rainwater Management sets out requirements in relation to preparation of rainwater management plans at a neighbourhood or PDA level incorporating nature-based solutions. Foul and stormwater drainage systems must be separated.

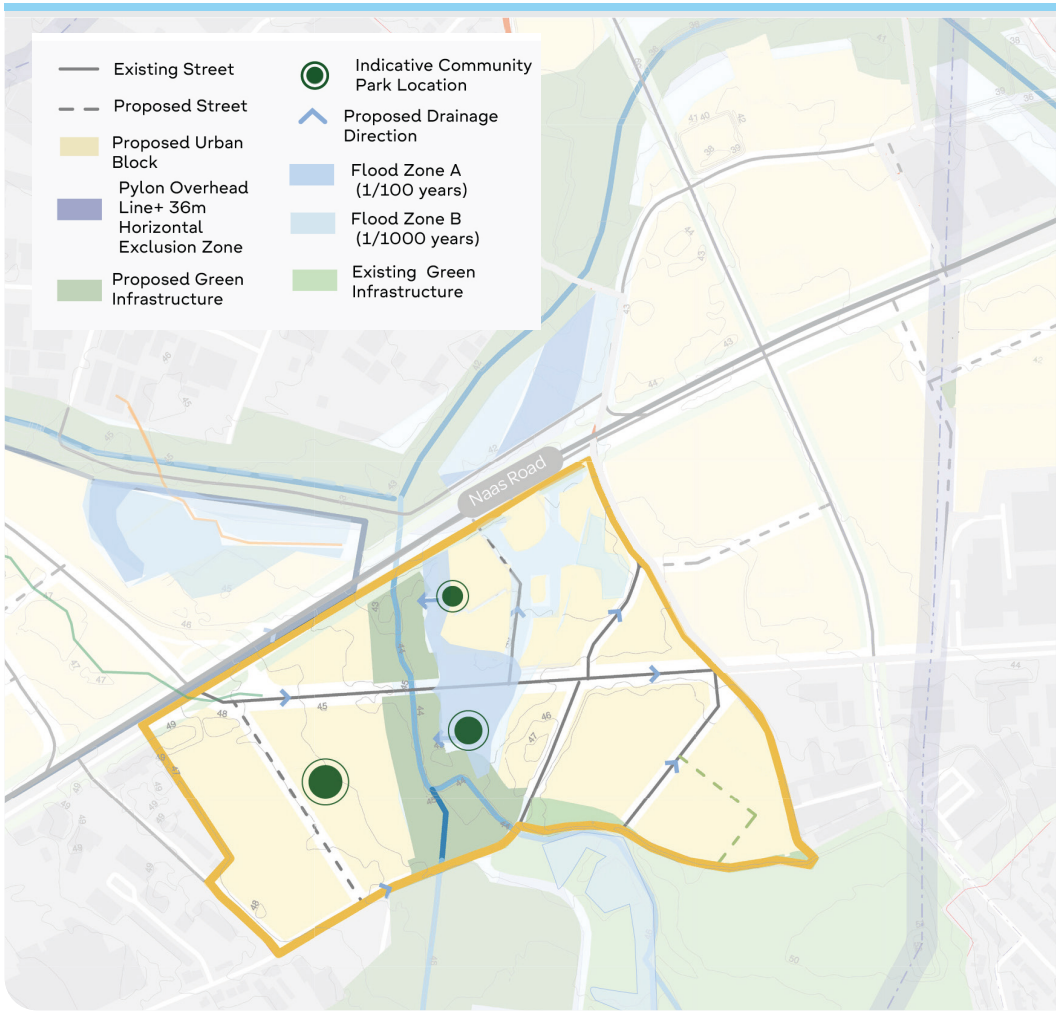


Figure 36: Long Mile PDA Natural Infrastructure and Sustainable Drainage.

3.4.8 PROPOSED LAYOUT AND STRUCTURE

The Long Mile PDA links the proposed Naas Road PDA (DCC area) and Red Cow & Cherry Orchard PDA and acts as a peripheral employment and commercial hub to the major centre at Naas Road. Active uses are located along the central Long Mile Road which acts as a spine. A proposed north-south green corridor along the Camac River tributaries will form a major linear park and will also act as a green spine along which new community parks plug into. The Layout and Structure Diagram establishes the layout and block structure for the district including:

- Existing streets that will be retained.
- Proposed new streets.
- Existing and proposed public transport stations, stops and hubs.
- Different land uses including Natural Infrastructure, Residential-Led Mixed Use and Employment-Led Mixed Use.
- Superblock structure, coloured by land use, denoting fixed extents that can be further sub-divided into urban blocks.
- Urban block frontages providing guidance on where buildings should clearly define blocks, streets, and key routes.
- Active frontage locations where ground floor uses should facilitate direct, visual, and physical engagement between a building's ground floor and the public street or space (e.g. retail, civic or community uses).
- The indicative location of community parks.
- The indicative location of schools, community and cultural facilities.
- The area-wide green infrastructure network including the River Camac Linear Park, linking into Walkinstown Park to the south.

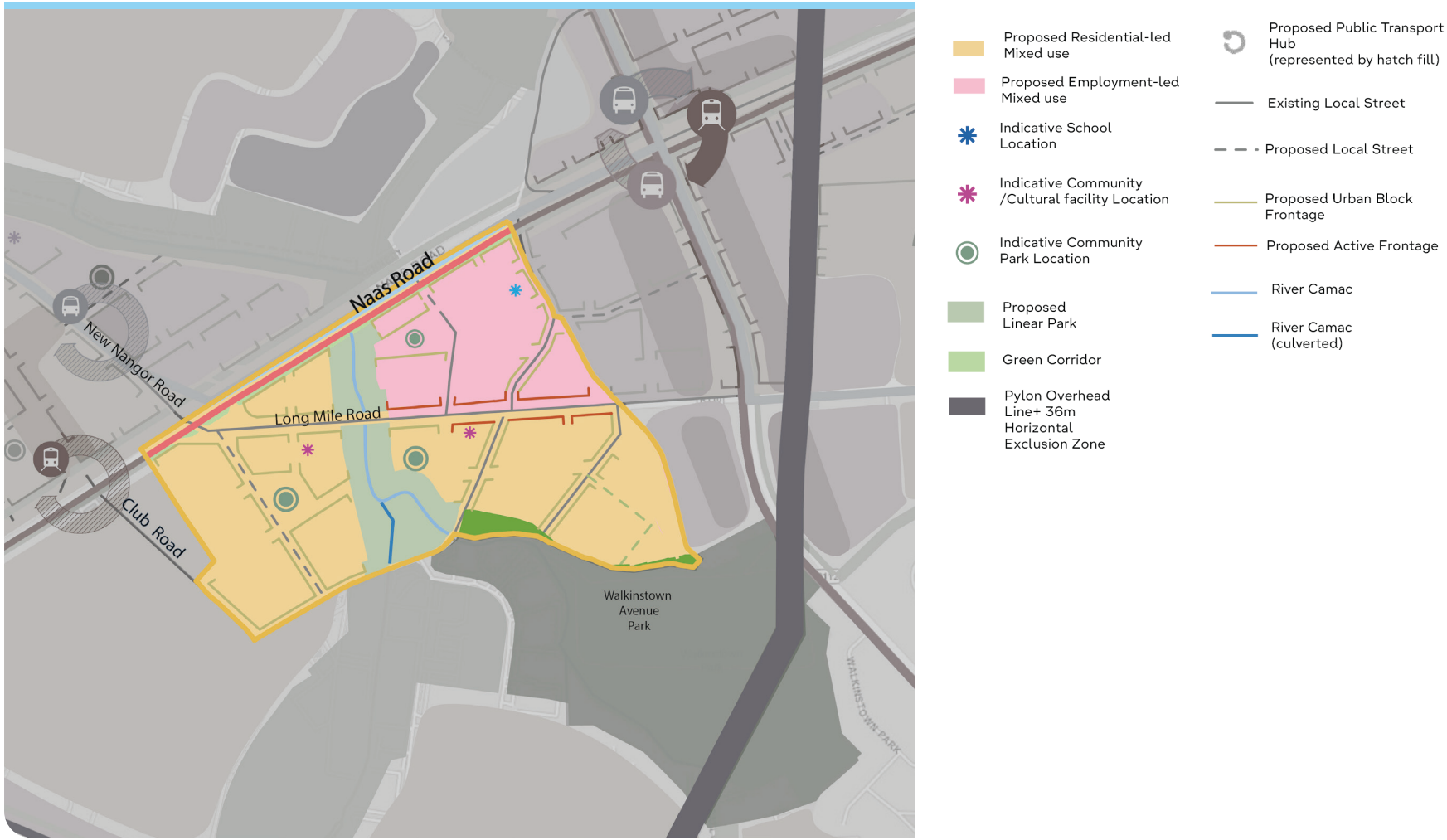


Figure 37: Layout and Structure Diagram of the Long Mile PDA.

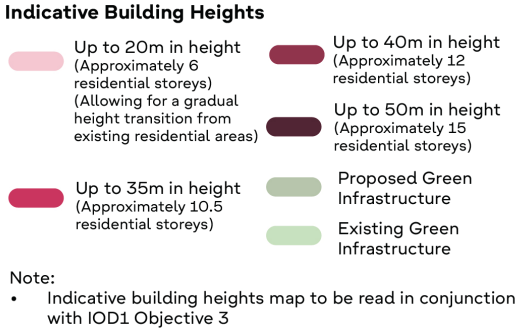
3.4.9 BUILDING HEIGHT CONCEPT

The diagram at Fig. 38 illustrates the proposed approach to height and townscape across the PDA. Height should also be considered in the context of the plot ratios set out for each neighbourhood.

Along Naas Road, locally higher buildings of up to 15 storeys are considered appropriate reflecting the street profile and proximity to the Naas Road major commercial centre (DCC area) and Knockmitten local centre (Red Cow & Cherry Orchard PDA). Heights then step down towards the green infrastructure in the centre and to the south of the PDA.

Note 1:
*Residential storeys are assumed to be 3.2m floor to floor. The numbers of storeys have been approximated down.

Note 2:
The prevailing heights across the wider City Edge should range between 3-8 storeys with lower heights adjacent to sensitive areas such as existing low-rise residential development.



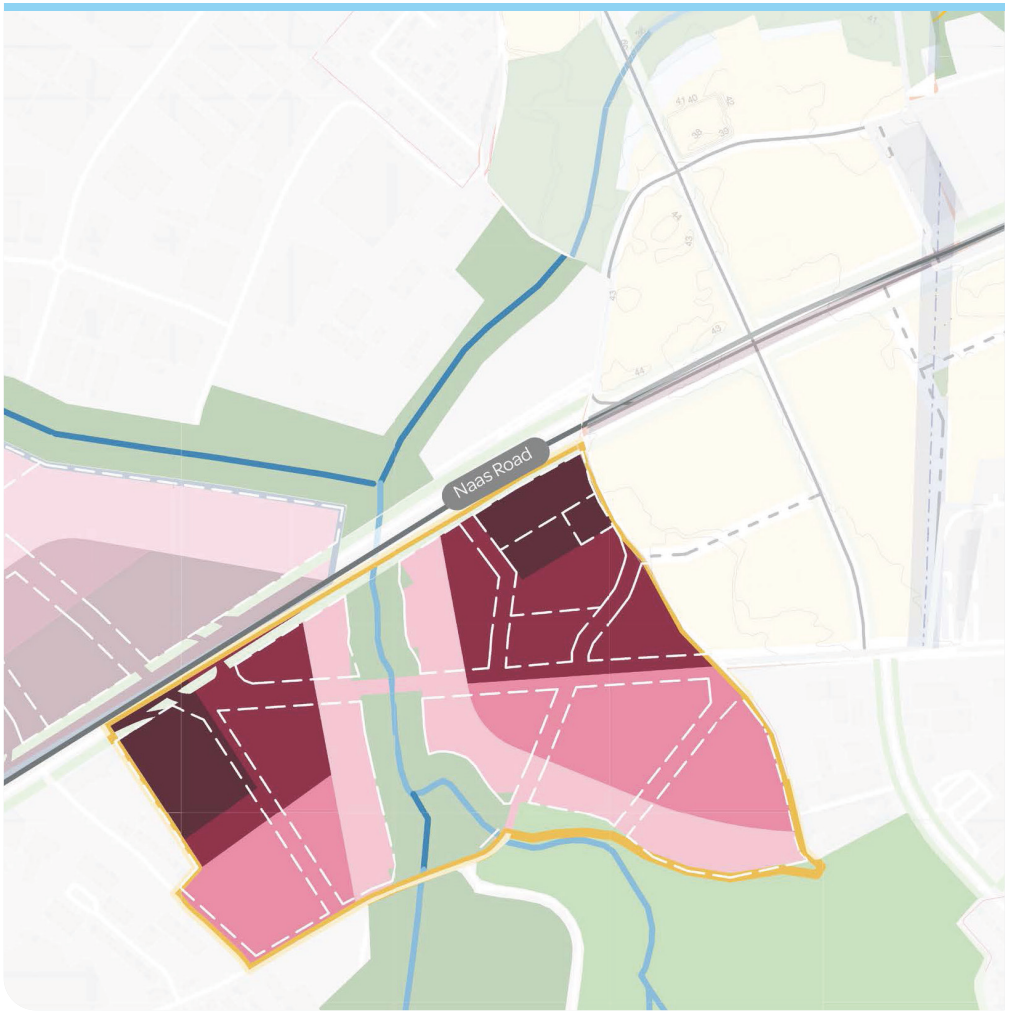


Figure 38: Building Height Concept Diagram of the Long Mile PDA.

3.4.10 NEIGHBOURHOOD PLAN

Long Mile PDA connects the major centre at Naas Road (DCC area) with the Knockmitten Local Centre within Red Cow & Cherry Orchard PDA and represents a secondary, complementary employment hub. The PDA has been divided into 3 neighbourhoods with differing characters. Targets for residential and employment uses are set out in Table 16.

Neighbourhood 1 comprises the western part of the PDA, divided from the other neighbourhoods by the watercourses and green infrastructure that will form the future River Camac Linear Park. This neighbourhood is identified for residential led mixed use.

Neighbourhood 2 is located between the Naas Road and Long Mile Road, immediately to the east of the proposed River Camac Linear Park. This neighbourhood is identified for employment led mixed use, with the higher concentration of employment being due to a significant portion of the neighbourhood falling within a flood zone as well as its proximity to the major centre at Naas Road. The mixed-use element will also allow for a significant residential component, where appropriate.

Neighbourhood 3 which is located to the south of Long Mile Road and east of the proposed Linear Park has a higher concentration of residential use.

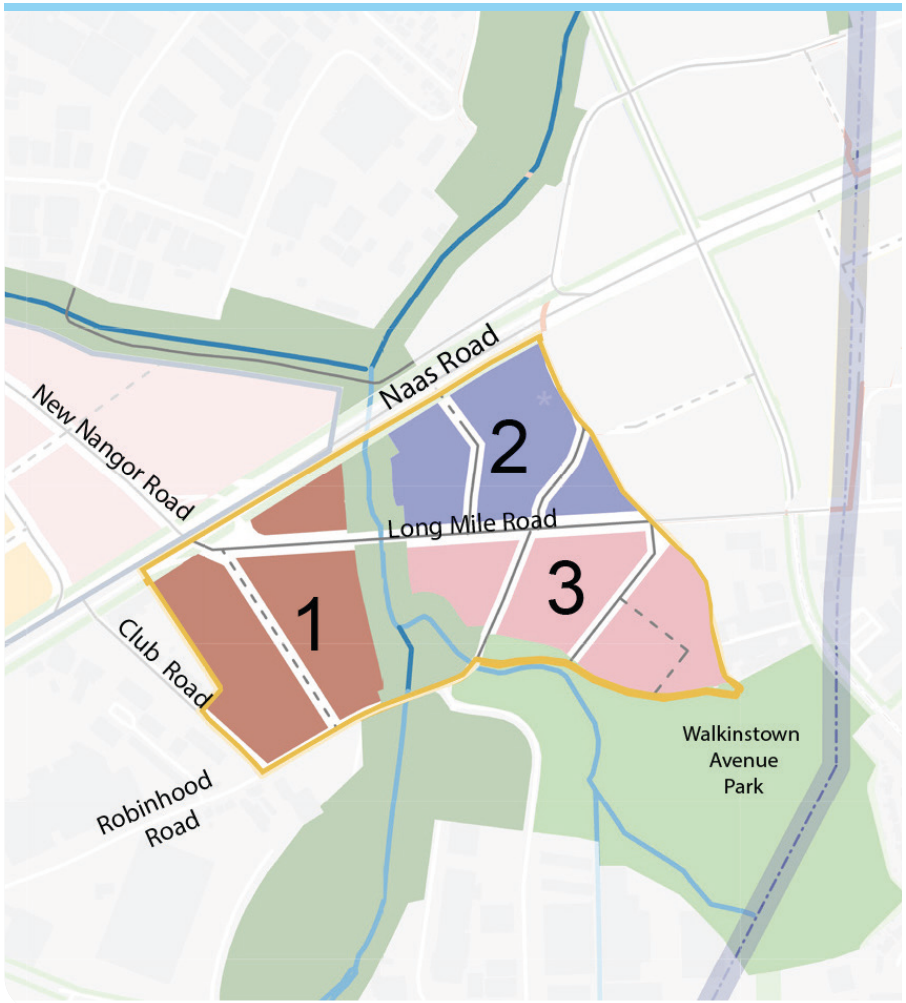


Figure 39: Neighbourhood Diagram of the Long Mile PDA.

Table 16: Long Mile PDA Development Guidance.

Neighbourhood		1	2	3
Density	Plot Area (ha)	5.7	4.2	5.2
	Plot Ratio (+/- 15%)[A]	2.5	2.75	2.0
Projected Population (+/- 15%)[B]		2055	1096	1600
Residential Units Target (+/- 15%)		750	400	584
Jobs (Target)[C]		957	1238	619
Employment Floor Space (Target in m^2)[D]		33,481	43,329	21,664
Resources and Infrastructure	Retail/F&B/Leisure	Fringe Retail Location	Fringe Retail Location	Fringe Retail Location
	Min. School Requirement[E]	0	1	0
	Community and Cultural Facility	1	0	1
	Community Park Target (ha)[F]	0.7	0.4	0.6

Note: Figures rounded to nearest whole number.

A. Plot ratio is considered across the neighbourhood, and fluctuations within the neighbourhood may be appropriate if they accord with the townscape strategy.

B. Population based on an average household size of 2.74.

C. Jobs based on a labour force participation rate of 65.8%, a jobs ratio ranging from 0.7 and 0.9 for higher intensity areas e.g Long Mile PDA and an average floor space of 35m^2 per Employee based on retail/office/urban workspace and urban industry standards for floor space per employee.

D. Employment floor space target considers larger floor plates required for urban industry uses.

E. School numbers to be determined based on demand reflecting growth and latent availability, in consultation with the Department of Education and Youth.

F. Generally 0.2-2.5 ha per park, providing 3.5m^2 per person (minimum 2m^2) with a total area proportionate to the quantum of residential.

3.5 GREENHILLS PDA

3.5.1 LOCATION, EXTENT AND EXISTING CHARACTER

The Greenhills Priority Development Area (PDA) lies in the southern part of City Edge and comprises an area of circa 53 ha. Along with the other PDAs, the Greenhills PDA has been identified as an opportunity area within the wider district appropriate for short-to-medium term transformation.

The area is currently characterised by a mix of light and medium-level industrial uses with pockets of open space and green infrastructure. A local centre around the Walkinstown roundabout provides local services including convenience shops and food and beverage options. To the north and west is a continuation of light industrial uses while land-use to the east and south comprises a typical suburban residential development pattern of mainly mid-twentieth century housing.

The PDA is bounded on the western side by Ballymount Avenue and to the south by Greenhills Road and by the edge of the suburban residential development on St. Briget's Drive and St. James's Road. The northern boundary is partly formed by Ballymount Drive and then weaves through an industrial area towards Walkinstown roundabout. The eastern edge is demarcated by the laneway behind the houses on St. Peter's Road.

A land-use analysis of the area carried out in 2024/2025 found that over 55% of the existing land use of Greenhills PDA comprises industry and warehousing, with office, retail and commercial comprising a further 35%. There is very little residential development within the PDA, although there are large adjacent housing areas within Walkinstown and Greenhills to the east and south respectively. The PDA contains significant lines of mature trees along Greenhills Road and some pockets of open space. Tymon Park, a large regional park, is located to the south-west of the PDA. A heritage asset described as a 'Flat cemetery' is situated at the eastern end of the lands close to Walkinstown local centre.

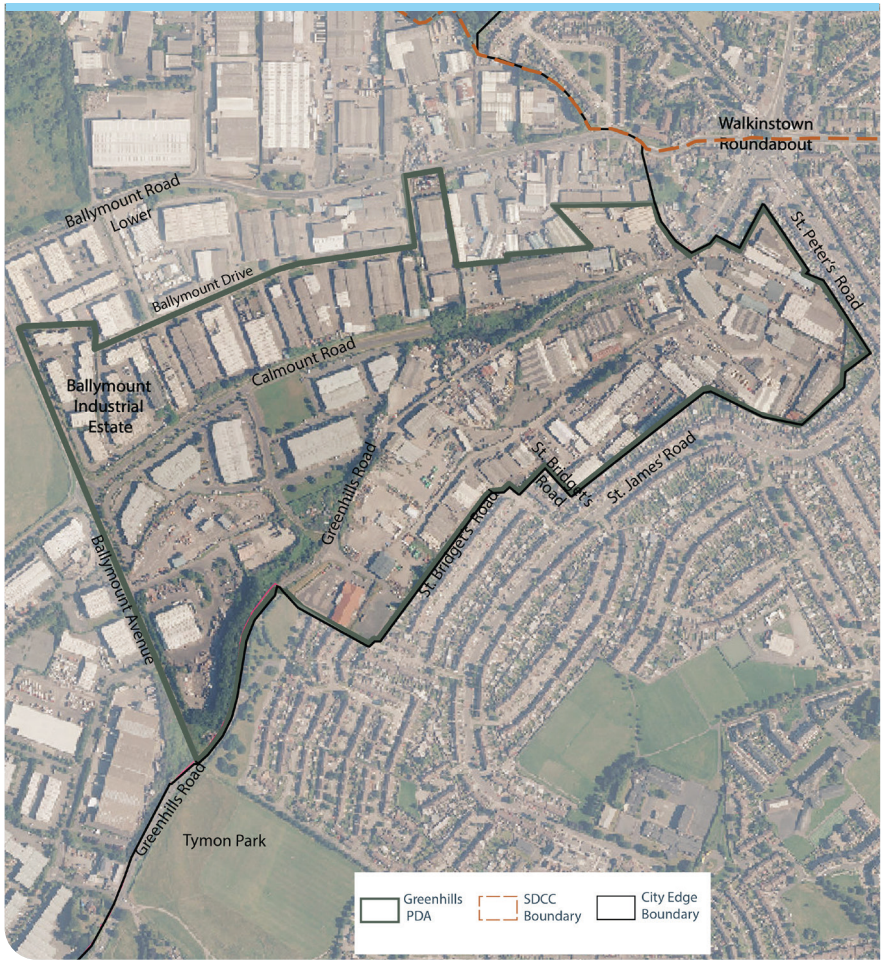


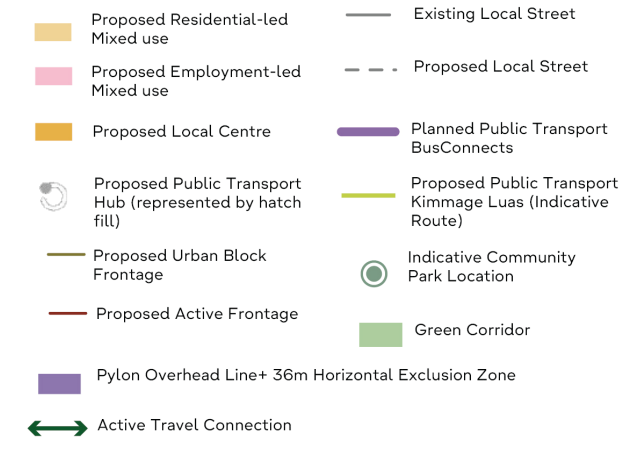
Figure 40: Aerial showing boundary of Greenhills PDA.

3.5.2 OPPORTUNITIES

This area has been identified for early development due to a number of characteristics that represent opportunities for its future development:

Greenhills PDA: Opportunities

- **BusConnects:** The proposed Tallaght to City Centre Core Bus Corridor will be routed through the PDA, which will greatly improve the area's public transport connections.
- **Luas:** A Luas line to Tallaght via Kimmage ('the Kimmage Luas') has been identified in the GDA Transport Strategy as a post 2042 project, which is likely to serve the southern part of City Edge including the Greenhills PDA (detailed location and alignment subject to future assessment).
- **Active Travel:** A new active travel greenway is proposed linking Tymon Park ultimately with Phoenix Park, routed through the PDA and via the network of green spaces in City Edge as they evolve.
- **Walkinstown Local Centre:** The eastern end of the PDA is close to the existing Walkinstown local centre, presenting an opportunity to build on this activity and extend local centre uses westward.
- **Tymon Park:** The regional park is located immediately south-west of the PDA and will offer active and passive recreational opportunities for future residents of Greenhills PDA and will be linked to the future green network in the area.
- **Existing Green Infrastructure:** There are significant areas of green space and mature tree cover along Greenhills Road that could be enhanced.
- **National Roads:** The PDA is proximate to the M50 giving excellent access to the national road network.
- **Established Employment Location:** The PDA is an established employment location, presenting the opportunity to intensify existing employment and diversify into new employment types.
- **Publicly Owned Land:** There is an area of Council-owned land within the PDA with the potential for early housing and employment delivery, and to act as a catalyst for further development.



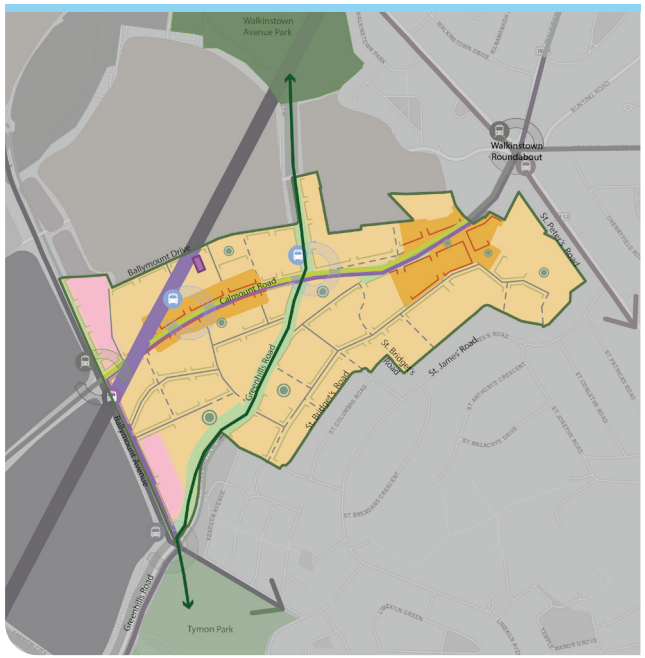


Figure 41a: Greenhills PDA Opportunities Map

3.5.3 CONTEXT AND CONSTRAINTS

Key context and constraints which will be development considerations for the Greenhills PDA are outlined below:

Greenhills PDA: Context and Constraints

- **Existing Residential Development:** Low rise residential development adjoining the PDA lands to the south and east will act as a constraint to height and intensity of new development.
- **Overhead Lines:** An overhead electricity line corridor crosses the north-western part of the PDA with associated wayleaves and substation.
- **9B Sewer:** Capacity issues with the existing sewer have been identified and local interventions to free up capacity and a duplicate sewer project to remedy this are being planned for by Uisce Eireann.
- **Heritage Asset:** A heritage asset described as a 'Flat cemetery' is located at the eastern end of the lands (identified in the South Dublin County Development Plan 2022-2028 Appendix 3B, Record of Monuments and Places (Ref DU022-002)).

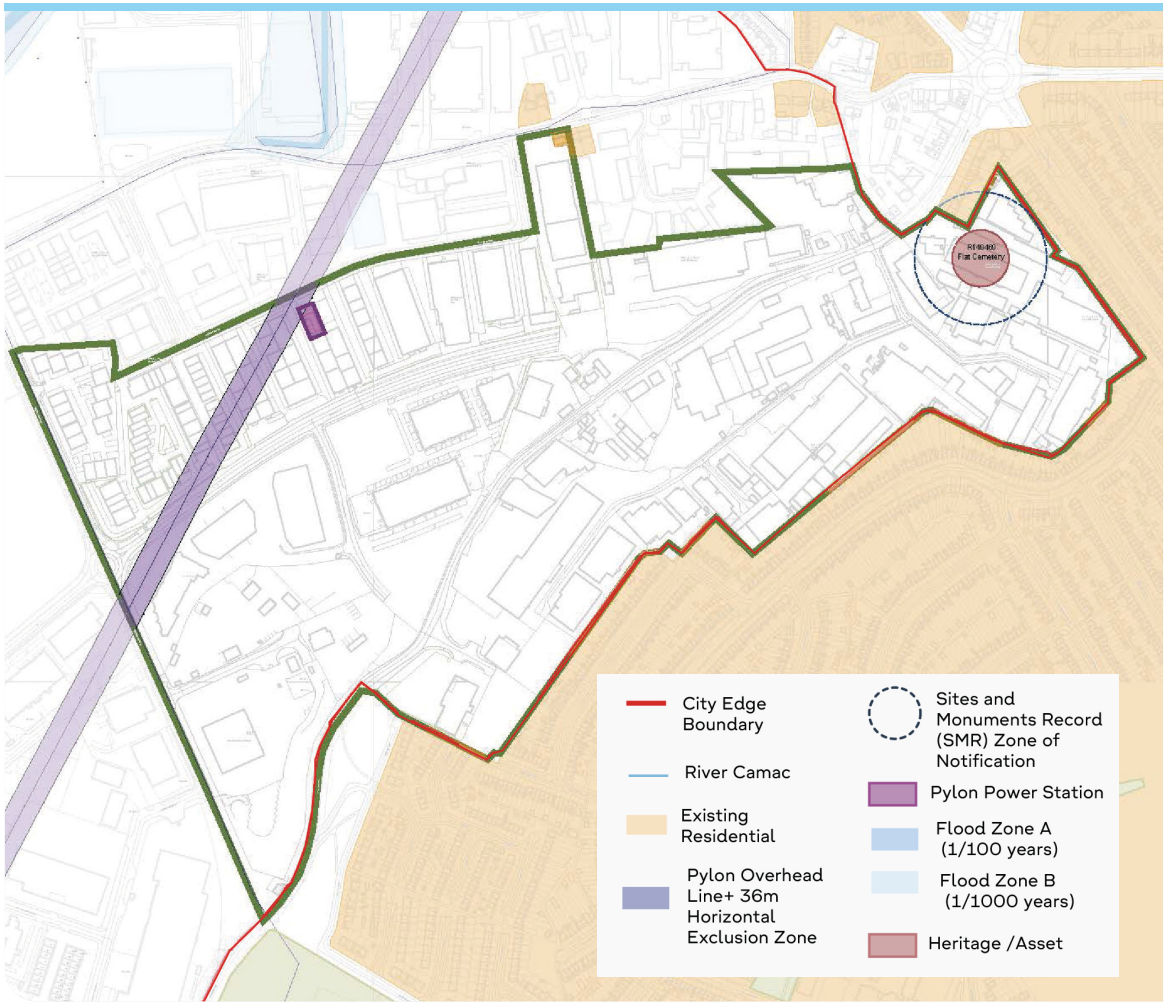


Figure 41b: Constraints Diagram of the Greenhills PDA.

3.5.4 PLANNING AND POLICY CONTEXT

The zoning map for the South Dublin County Development Plan 2022-2028 indicates that Greenhills PDA falls entirely within the REGEN zone, with the objective

> 'to facilitate enterprise and / or residential-led regeneration, subject to a development framework for the area incorporating phasing and infrastructure delivery'.

This SURF comprises the required development framework and as such satisfies the zoning objective.

Objective RES: To protect and / or improve residential amenity
Objective REGEN: To facilitate enterprise and / or residential-led regeneration subject to a development framework for the area incorporating phasing and infrastructure delivery
Objective LC: To protect, improve and provide for the future development of Local Centres
Objective EE: To provide for enterprise and employment related uses
Objective OS: To preserve and provide for open space and recreational amenities

Specific objectives
County Boundary
Seveso Site

Transportation objectives
Cycleway Proposed (Cycle South Dublin)
Road Proposed - 6 Year
Road Proposed - Medium to Long Term

Views and Prospect
Proposed Natural Heritage Area (pNHA)

SMR Zone of Notification

Priority Development Area
Greenhills PD

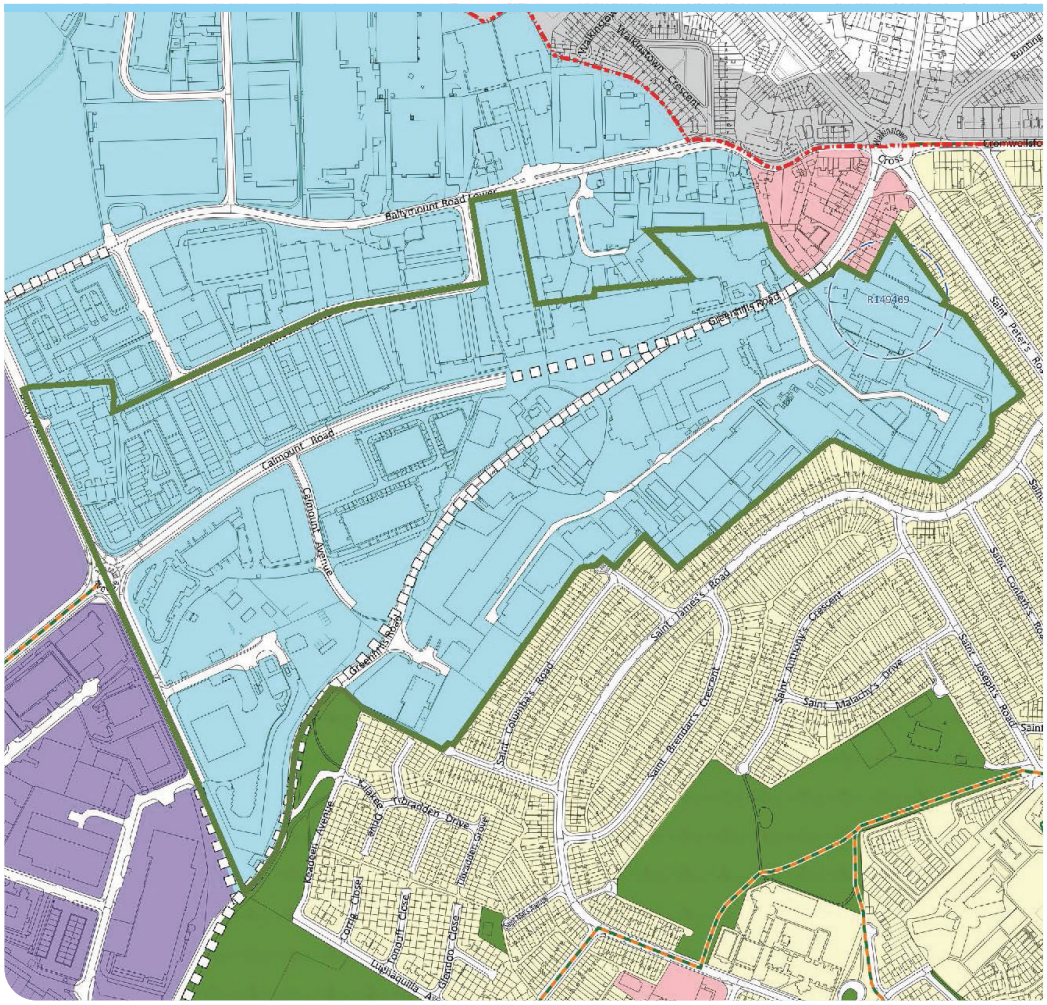


Figure 42: Extract from South Dublin County Development Plan 2022-2028, with overlay of Long Mile PDA boundary.

3.5.5 LAND-USE STRATEGY AND ASPIRATIONS

The aspiration for the Greenhills PDA is for it to evolve as a collection of vibrant residential neighbourhoods with a supporting mix of employment and commercial uses. The PDA will be a mixed-use residential and employment area, with a new local centre at the western end of Calmount Road and a westwards extension of the existing local centre at Walkinstown. Approximately 4,250 residential units are envisaged (+/- 15%) which is expected to yield an ultimate population of circa 11,600 people.

A major new greenway connecting Tymon Park and Phoenix Park is proposed which will result in an active travel corridor linking other existing and new parks and green spaces along the route. The new / extended local centres will provide amenities, cultural and community facilities within a short walk or cycle of new homes. Employment uses will be incorporated in mixed-use blocks close to new public transport hubs and within local centres to support the continued economic vitality of the area.

Land use mix in the PDA will be predominantly residential led mixed use with some employment led mixed use at the western edge, where it will feather into more industrial uses (many of these existing) outside the PDA to the west. Development guidance per neighbourhood is set out in Table 18. It is envisaged that employment opportunities will result in circa 2,250 jobs (+/- 15%) within the PDA with a target of 121,000m^2 employment floor space.

Greenhills PDA: Land-Use Strategy and Aspirations

- Create mixed-use neighbourhoods that incorporate residential, employment and community uses within urban block structures.
- Extend the Walkinstown local centre westwards along the Greenhills Road, capitalising on the activity around the existing local centre and the proposed BusConnects route.
- Create a new local centre at the western end of Calmount Road, taking advantage of the proposed BusConnects route.
- Create employment-led mixed-use areas at the western end of the PDA serviced by the proposed BusConnects route.
- Develop a greenway through the PDA linking Tymon Park and Phoenix Park, facilitating active travel and greening.

Table 17: Greenhills PDA: Summary.

Area	Population +/-15%	Residential units +/-15%	Jobs +/-15%	Employment Floor Space Target (m²)
53 ha	11,645	4,250	5,364*	187,729

*Jobs ratio applied of 0.7 across PDAs with the exception of Long Mile PDA where a jobs ration of 0.9 is applied.

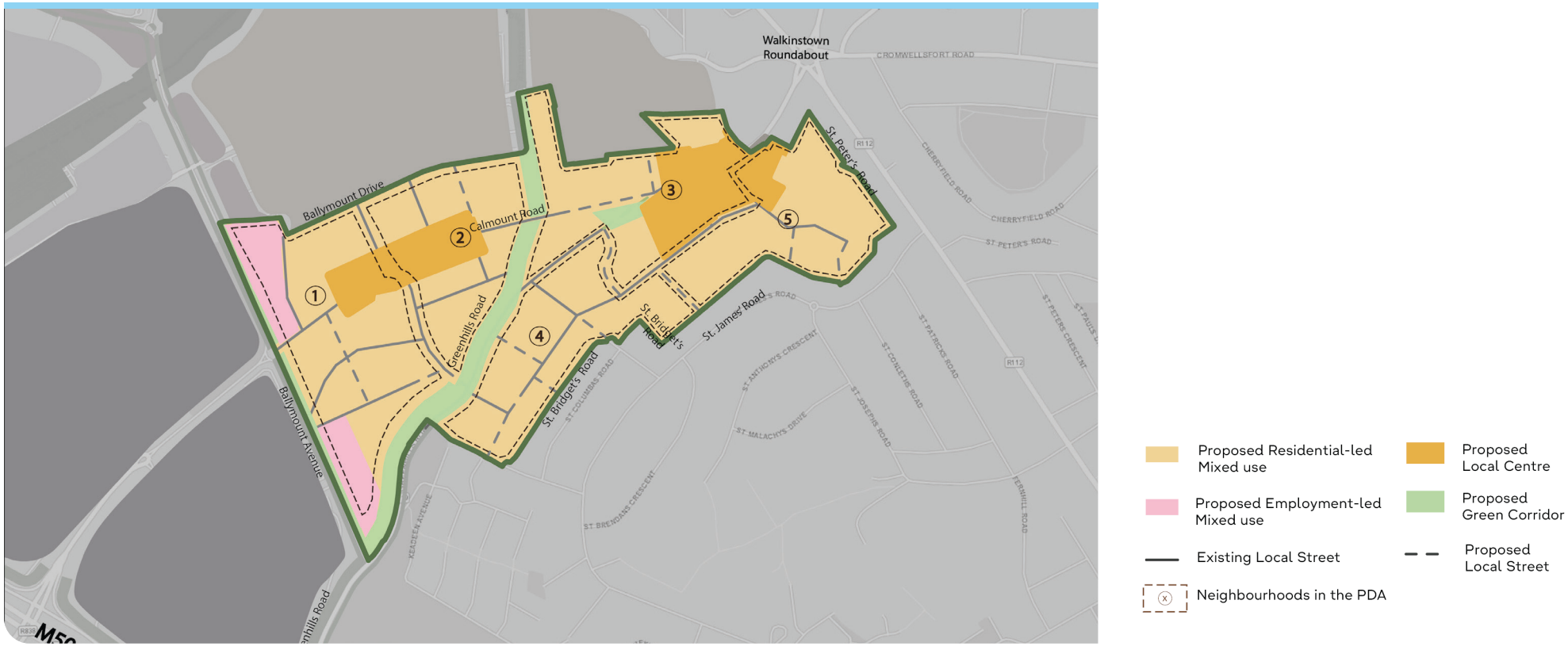
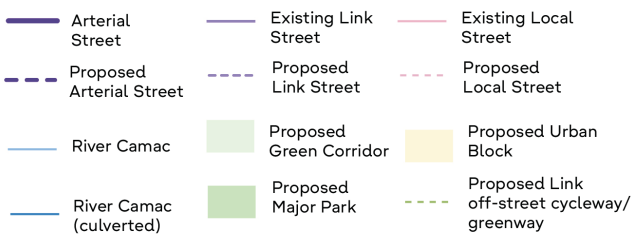


Figure 43: Greenhills PDA Indicative Land Use Map.

3.5.6 STREET HIERARCHY AND MOVEMENT

3.5.6.1 Street Hierarchy

The Greenhills District is connected to the wider area by the routes along Greenhills and Calmount Roads from which secondary and tertiary routes extend. Greenhills Road will be segmented, and Calmount Road connected, switching their hierarchy and roles from the current situation. This will establish a legible link along Calmount Road to the M50 junction to the west which will also carry the BusConnects route. Greenhills Road will provide local connectivity and a cycleway.



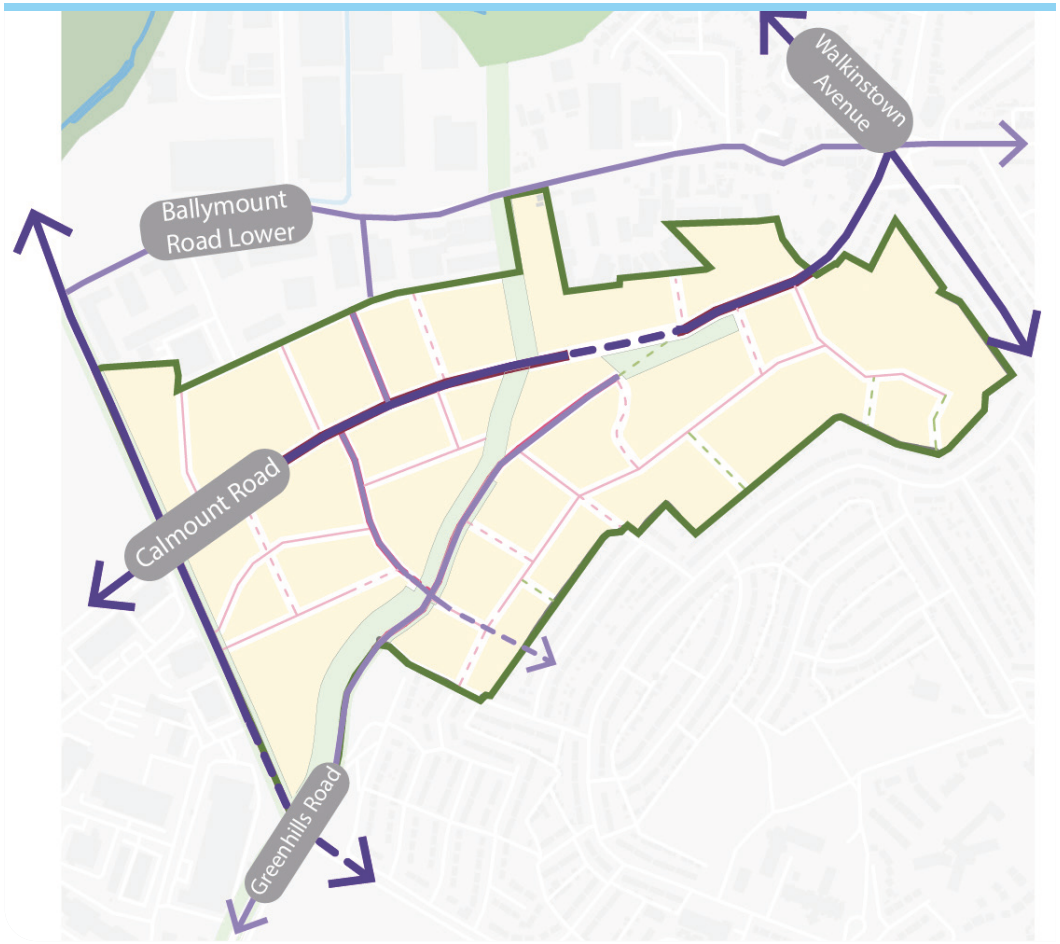


Figure 44: Street Hierarchy Diagram of the Greenhills PDA.

3.5.6.2 Cycling Network

Cycle routes proposed by the NTA will cross the PDA and adjoining areas. Connectivity along Greenhills Road will be maintained, and the new connection along Calmount Road will be capitalised upon for the cycling network. The proposed Greenway will also provide a new north-south cycling connection.

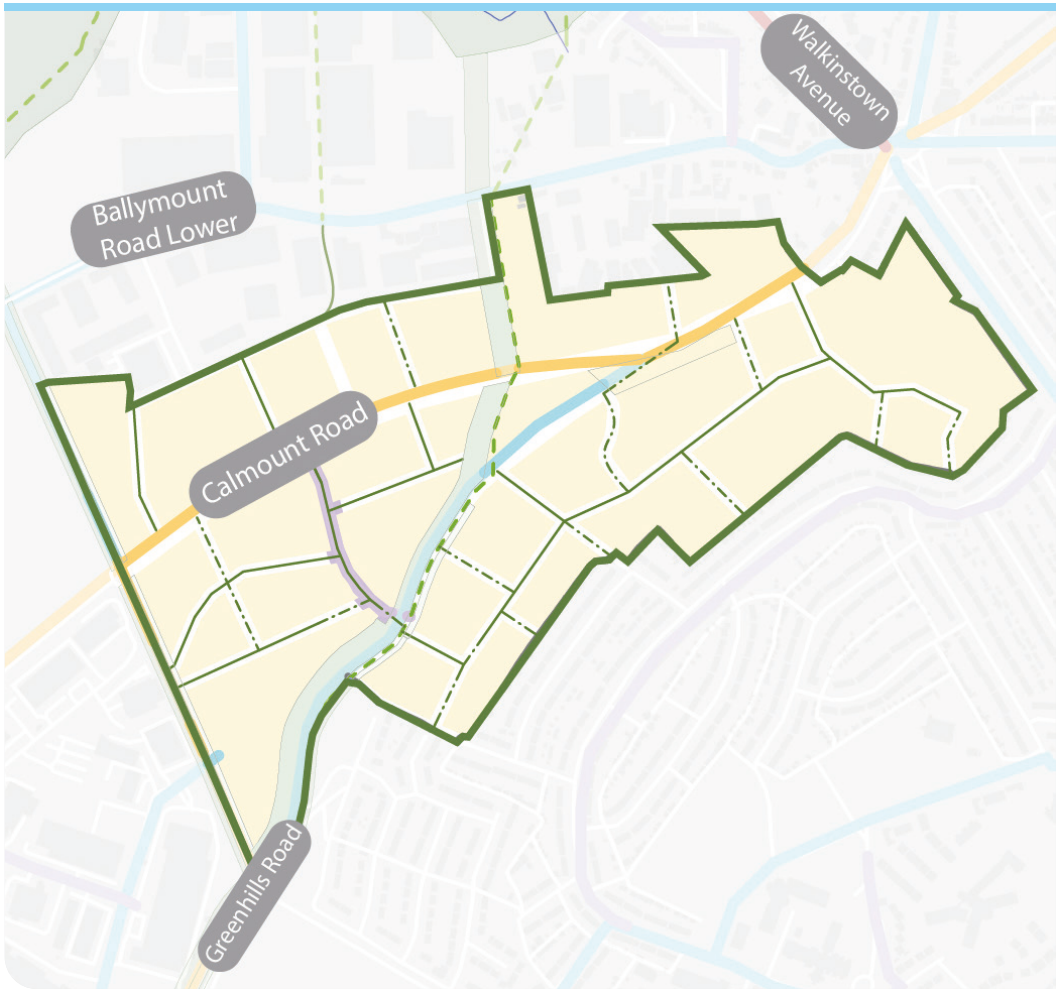
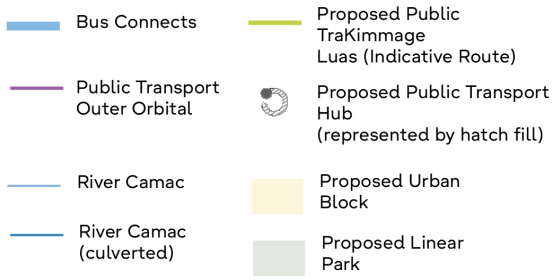


Figure 45: Cycling Network.

3.5.6.3 Mobility and Public Transport Infrastructure

Public transport hubs are proposed to be located at the intersection of bus / Luas lines, and within a 15-minute walk of any urban block within the district. Indicative locations for mobility hubs have been identified within close proximity to these public transport hubs. Mobility hubs will provide a mix of services to promote active travel including bike storage and repair facilities, car share and consolidated car parking.



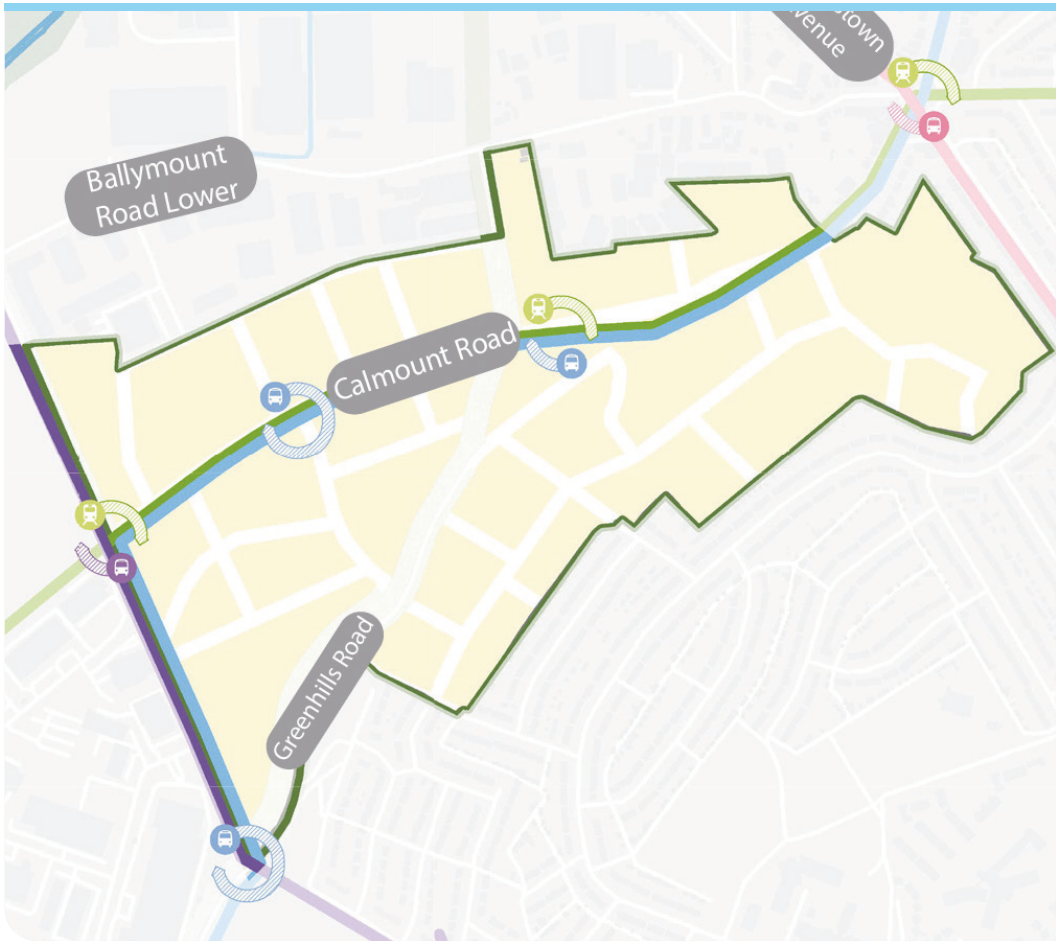


Figure 46: Mobility and Public Transport Infrastructure.

3.5.7 SUSTAINABLE DRAINAGE

Sustainable drainage is one of the big challenges of City Edge. A fundamental principle of the City Edge approach is that nature-based sustainable drainage systems (SuDS) should be utilised to minimise the impact of surface water drainage on the sewer system, thereby freeing up capacity for growth. As such, all SuDS must be integrated and perform collectively, whilst being incorporated into all developments, all community parks and the public realm.

Within the Greenhills PDA, green infrastructure and community parks have been located to take advantage of the topography, helping to naturally slow surface drainage towards water courses. The layout of these in relation to topography is shown in the map at Figure 47: Greenhills PDA Natural Infrastructure and Sustainable Drainage. There is some flexibility regarding the sizes and locations of community parks and natural infrastructure within PDAs, based on factors such as topography, the layout of development schemes, existing drainage systems and to aid in the practical implementation of SuDS.

The section in Chapter 2 dealing with Surface Water / Rainwater Management sets out requirements in relation to preparation of rainwater management plans at a neighbourhood or PDA level incorporating nature-based solutions. Foul and stormwater drainage systems must be separated.

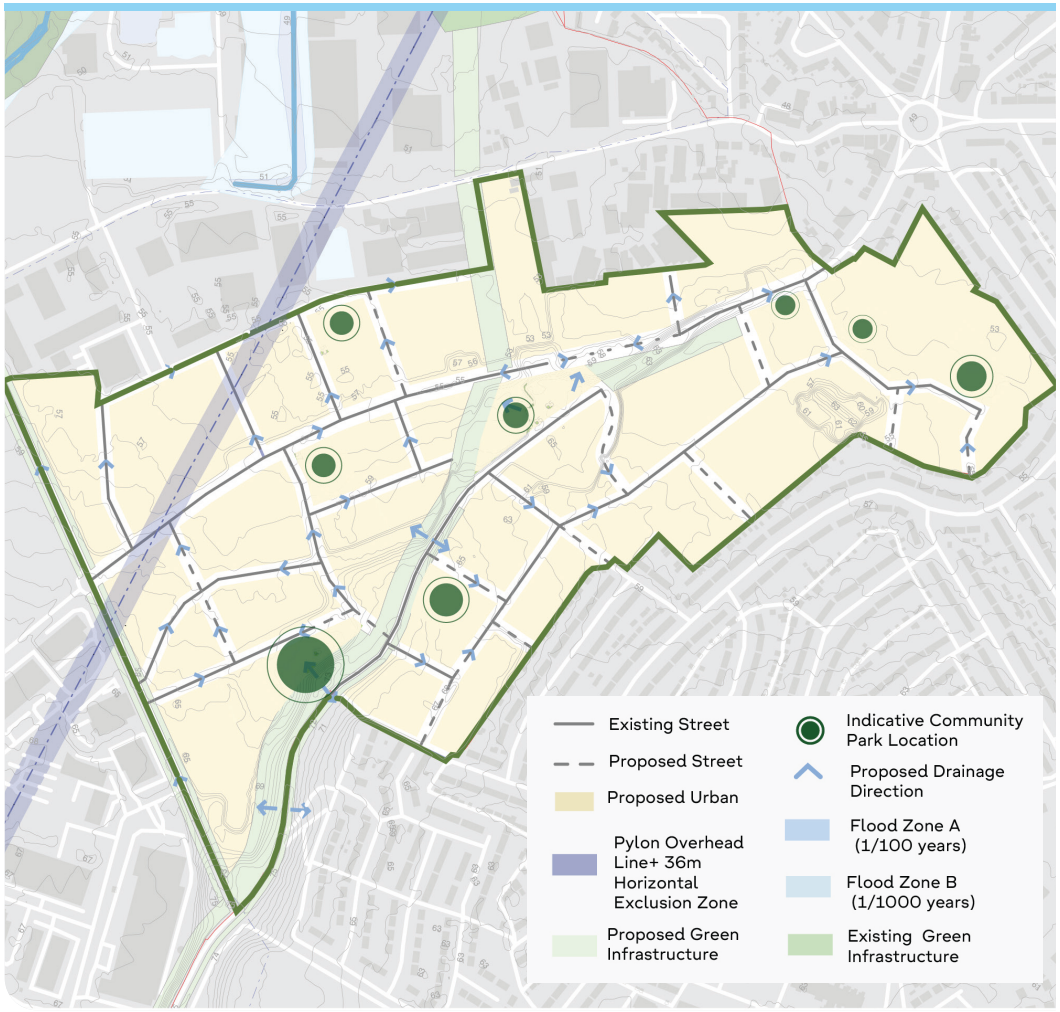


Figure 47: Greenhills PDA Natural Infrastructure and Sustainable Drainage.

3.5.8 PROPOSED LAYOUT AND STRUCTURE

The Greenhills PDA is structured around two complementary local centres connected by Greenhills/Calmount Road. These centres will provide local services, community and cultural facilities. The superblock structure was formed taking into consideration the proposed north-south Greenway, existing streets, site constraints and landownership considerations. Community Parks and schools will be equitably distributed across the PDA. The Layout and Structure Diagram at Fig. 48 establishes the layout and block structure for the Greenhills PDA including:

- Existing streets that will be retained.
- Proposed new streets (dashed).
- Existing and proposed public transport stops and hubs and proposed mobility hubs.
- Different land uses including Residential-Led Mixed Use, Employment-Led Mixed Use, and Local Centres.
- Superblock structure, coloured by land use, denoting fixed extents that can be further sub-divided into urban blocks.
- Urban block frontages providing guidance on where buildings should clearly define blocks, streets, and key routes.
- Active frontage locations where ground floor uses should facilitate direct, visual, and physical engagement between a building's ground floor and the public street or space (e.g. retail, civic or community uses).
- The approximate extents of local centres.
- The indicative location of community parks.
- The indicative location of schools, community and cultural facilities.
- The area-wide green infrastructure network.
- The location of the existing overhead high voltage line / pylon corridor (for context).
- Heritage assets.

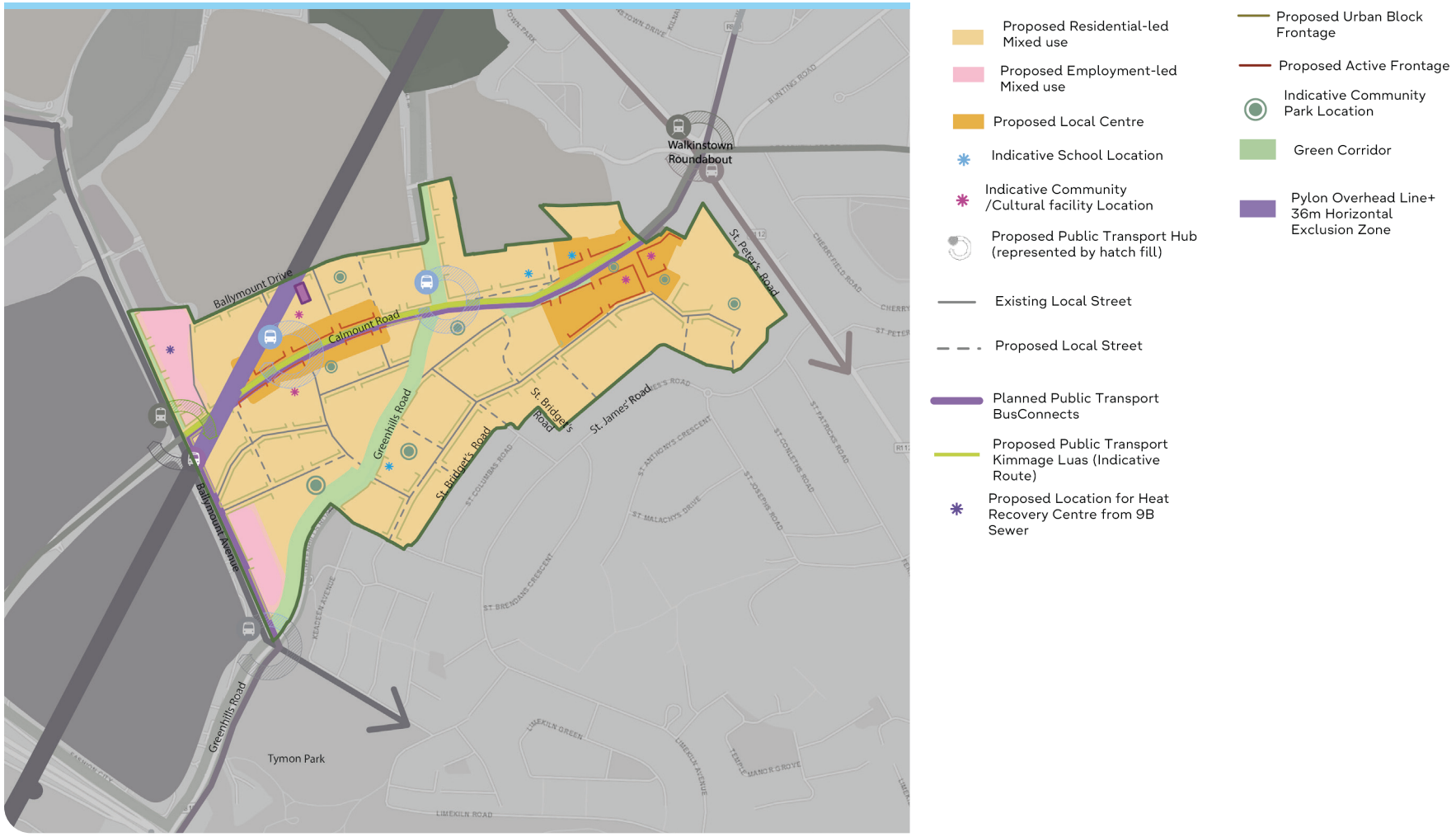


Figure 48: Layout and Structure Diagram of the Greenhills PDA.

3.5.9 BUILDING HEIGHT CONCEPT

The diagram at Fig. 49 illustrates the proposed approach to height and townscape across the PDA. Height should also be considered in the context of the plot ratios set out for each neighbourhood.

In the Greenhills PDA, taller elements of up to c.10 storeys are concentrated along the major route, Calmount Road, and the proposed local centre location. Some taller elements may also be appropriate to define the extension to the Walkinstown local centre which will function as a gateway to the area. Heights of around 2-4 storeys will be appropriate at the southern and eastern edges in close proximity to existing low-rise residential areas. Elsewhere within the PDA heights of up to 9 storeys will be acceptable.

Note 1:
*Residential storeys are assumed to be 3.2m floor to floor. The number of storeys has been approximated down.

Note 2:
The prevailing heights across the wider City Edge area should range between 3-8 storeys with lower heights adjacent to sensitive areas such as existing low-rise residential development.

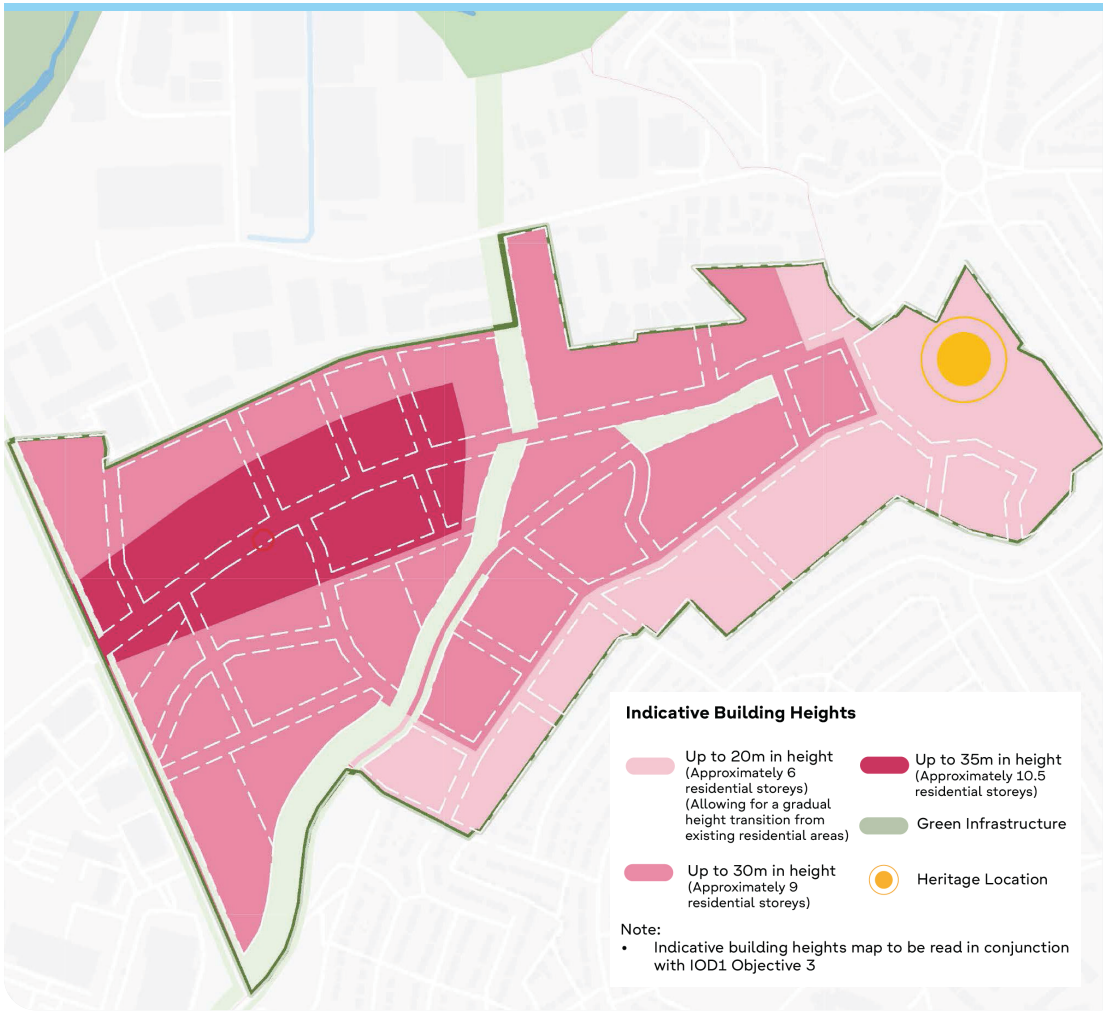


Figure 49: Building Heights Concept Diagram of the Greenhills PDA.

3.5.10 NEIGHBOURHOOD PLAN

Greenhills PDA will be a primarily residential-led area with two supporting local centres, while also providing for employment, commercial uses and community infrastructure which together will create a vibrant-mixed use area. Higher proportions of residential will be concentrated where the PDA transitions towards the suburban context at its periphery. The Tymon to Phoenix Greenway will form a natural boundary between parts of neighbourhoods 1, 2, 3 and 4. Targets for residential and employment uses are set out in Table 18. The PDA has been subdivided into 5 neighbourhoods with differing characters:

Neighbourhood 1 is located at the western end of the PDA and contains most of the proposed Calmount local centre. This neighbourhood will comprise mainly residential-led mixed use with local centre and employment led mixed uses also. Densities in this area will be higher than elsewhere in the PDA with significantly greater concentrations of residential and employment development than other neighbourhoods.

Neighbourhood 2 is located immediately to the east of neighbourhood 1 and contains the balance of the Calmount local centre. The rest of the neighbourhood will comprise residential led mixed use.

Neighbourhood 3 contains much of the Walkinstown local centre extension, while the rest of the neighbourhood comprises residential-led mixed use.

Neighbourhood 4 is abutted to the south by existing low-rise residential development and will itself comprise residential-led mixed use.

Neighbourhood 5 has the lowest employment floor space of the Greenhills PDA neighbourhoods, and is also surrounded by existing low-rise residential development. It contains the balance of the Walkinstown local centre extension, with the remainder of the neighbourhood comprising residential led mixed use.

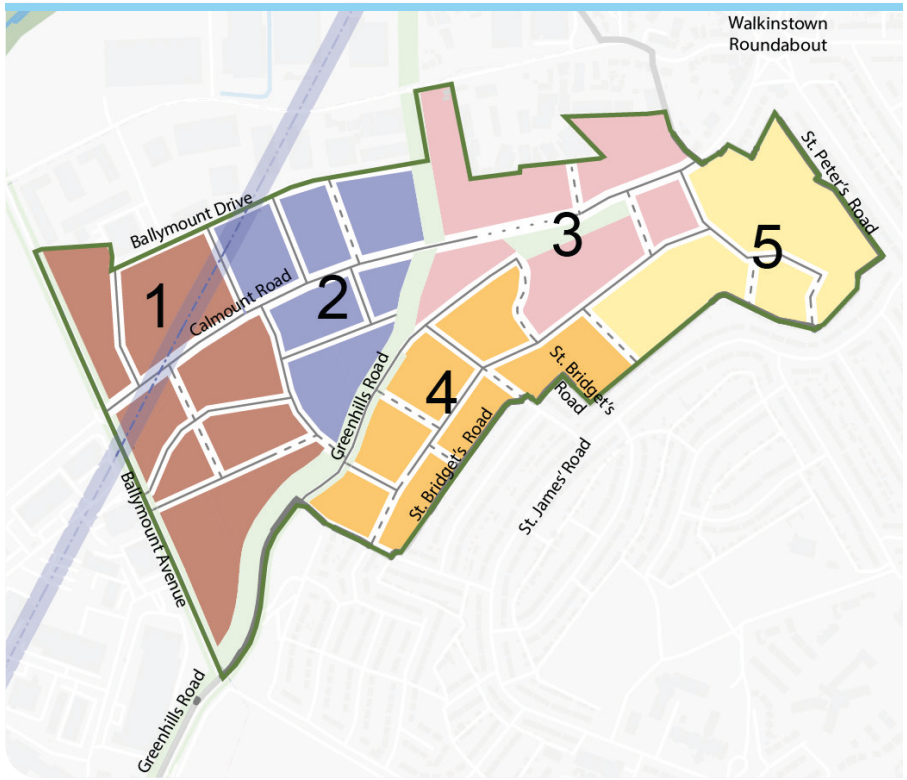


Figure 50: Neighbourhood Diagram of the Greenhills PDA.

Table 18: Greenhills PDA Development Guidance.

Neighbourhood		1	2	3	4	5
Density	Plot Area (ha)	10.6	6.3	7.7	6.7	7.3
	Plot Ratio (+/- 15%)[A]	2.75	2.25	2.0	1.75	1.5
Projected Population (+/- 15%)[B]		4110	1918	1781	2055	1781
Residential Units Target (+/- 15%)		1500	700	650	750	650
Jobs (Target)[C]		2897	697	1287	322	161
Employment Floor Space (Target in m^2)[D]		101,374	24,405	45,055	11,263	5,632
Resources and Infrastructure	Retail/F&B/Leisure	Shopping Parade c.4000 m^2		Shopping Parade c.3000 m^2		
	Min. School Requirement[E]	0	0	2	1	0
	Community and Cultural Facility	1	1	1	0	1
	Community Park Target (ha)[F]	1.4	0.7	0.6	0.7	0.6

Note: Figures rounded to nearest whole number.

A. Plot ratio is considered across the neighbourhood, and fluctuations within the neighbourhood may be appropriate if they accord with the townscape strategy.

B. Population based on an average household size of 2.74.

C. Jobs based on a labour force participation rate of 65.8%, a jobs ratio ranging from 0.7 and 0.9 for higher intensity areas e.g Long Mile PDA and an average floor space of 35m^2 per Employee based on retail/office/urban workspace and urban industry standards for floor space per employee.

D. Employment floor space target considers larger floor plates required for urban industry uses.

E. School numbers to be determined based on demand reflecting growth and latent availability, in consultation with the Department of Education and Youth.

F. Generally 0.2-2.5 ha per park, providing 3.5m^2 per person (minimum 2m^2) with a total area proportionate to the quantum of residential.

4

IMPLEMENTATION



4.1 PHASING STRATEGY

The South Dublin County Council (SDCC) City Edge lands are strategically located within 5.5 km of Dublin City and inside the M50. The lands are relatively well served by existing public transport infrastructure including the Luas Red Line, the Dublin to Kildare commuter railway line (Park West Station), and several bus routes. The lands are also well-located with respect to the national road network including the M50 and N7. The Grand Canal is a major amenity in the area while Walkinstown Park (in the Dublin City Council (DCC) area but adjoining SDCC) and Tymon Park (outside but adjoining the City Edge area) are significant green resources.

However, given the envisaged level of new residential and employment population over the project period, additional major infrastructure elements will be required to serve the lands. Some of these are already planned (e.g. as part of national and regional infrastructure plans such as the National Development Plan Review and the NTA's GDA Transport Strategy 2022-2042 including new Bus Connects routes, a new Red Line Luas Stop on the Naas Road, DART+ South-West, and a new station at Kylemore. Additional projects are also proposed as part of the regeneration of City Edge including two new linear parks (focused on the Grand Canal and River Camac), enhancements to the two existing parks (Walkinstown and Lansdowne Valley Parks), the Tymon to Phoenix greenway, inner and outer orbital public transport routes and undergrounding high voltage overhead electricity lines. The map at Fig. 1 identifies critical lands for the provision of all required infrastructure.

Sequencing has already been integrated into the strategy for City Edge through the identification of the three Priority Development Areas within SDCC – Red Cow & Cherry Orchard, Long Mile and Greenhills. These areas were identified based on criteria including public transport accessibility (existing and planned); proximity to facilities including open space and community infrastructure (existing and planned); sites anticipated to come forward for redevelopment (e.g. suitable sites at pre-planning, or with current planning applications or permissions); and constraints such as COMAH sites, overhead high voltage lines, and flood risk.

For each SDCC PDA, a phasing schedule has been prepared to ensure that the required infrastructure, facilities and amenities are provided in tandem with new residential and employment development. To ensure flexibility, the proposed phasing schedule is linked to residential unit occupation and employment floor space delivery rather than being time specific. The phasing programme requires that identified pieces of infrastructure must be delivered before construction can advance beyond a specified amount of residential unit occupation and employment floor space. Changes of use / extensions are not included in the phasing count.

The Planning Authority may set aside any phasing impediment where it is demonstrated to the satisfaction of the Planning Authority that the infrastructure in question is not in itself essential for the development being proposed. In some instances, the infrastructural requirements for one area (e.g. public open space) may be provided in an immediately adjoining area subject to demonstration that the infrastructure/facility can easily be connected to and will benefit residents of the area within which residential development is proposed.

The table below summarises the potential capacity within each SDCC PDA in terms of number of residential units, residential floor space and employment floor space.

Table 19: Overall PDA Residential Units/Floor Space and Employment Floor Space Targets.

PDA	Residential Capacity (Number of Units) +/-15%	Residential Floor Space (m^2) +/-15%	Employment Floor Space Target (m^2)
Red Cow & Cherry Orchard	3,100	359,600	136,932
Long Mile	1,734	201,144	98,474
Greenhills	4,250	493,000	187,729
Total	**9,084**	**1,053,744**	**423,135**

Figures are indicative (rounded to the nearest whole number) and based on potential full build-out of PDAs.

Employment floor space includes office, urban workspace and urban industry but does not include retail, leisure or food and beverage.

The phasing programme is required to ensure the coordinated planning and delivery of essential strategic and local infrastructure, amenities and community facilities in advance of and in tandem with population growth.

Figure 51 details the overall infrastructure requirements that form the phasing strategy for this SURF under the headings

- Public Transport
- Active Travel and Parking Infrastructure
- Social/Community Infrastructure
- Green and Blue Infrastructure
- Energy and Utilities Infrastructure.

Figure 51: Overall infrastructure requirements that inform the phasing strategy.



Tables 22 to 24 set out infrastructure required to be linked to the delivery and occupation of residential units and or employment floor space delivery and are phased in accordance with the construction of such units and/or floor space.

Table 20 The Overarching Phasing Requirements should be read in conjunction with the PDA specific phasing tables. Such overarching requirements specifically relate to the delivery of strategic infrastructure which is required to not only serve an individual PDA

but may cross over a number of PDA boundaries or the wider City Edge area. Such Strategic Infrastructure can be categorised under the headings of Strategic Infrastructure including; Transport, Water and Wastewater, Utilities, Green and Blue Infrastructure, Energy, Major Parks and Sports Hub and Health.

The overarching phasing strategy sets a maximum level of unit delivery and occupation that can be achieved across the 3 PDAs and wider City Edge area. Once this level of delivery has been achieved such strategic Infrastructure must have reached the phasing gateway identified in order for further development to take place within subsequent phases of each PDA.

Tables 22, 23 and 24 focus on the phasing requirements specific to each PDA to ensure the coordinated planning and delivery of essential local infrastructure, amenities and community facilities in advance of and in tandem with population growth/residential unit delivery and occupation or in specific circumstances employment floor space delivery.

Table 20: Overarching Phasing Requirements.

Transport Infrastructure	Phasing Gateway Minimum Requirement to be achieved	Res Units/ Occupations	Note
Bus Connects Tallaght to Clondalkin	Commencement of Construction	775	Both Bus Connects Routes combine and run through the Red Cow & Cherry Orchard and Long Mile PDAs forming one route and shall be capped at a maximum Residential Occupation of 1,208 units during construction across the two PDAs. Occupation of a further 2,400 units shall be subject to agreement and based on the timeline for the delivery and operation of the Bus Connects Route. Total 3,625 Units.
	Operational	2325	
Bus Connects Naas Road	Commencement of Construction	433	
	Operational	1300	
Bus Connects Greenhills	Commencement of Construction	1063	A maximum occupancy of 1063 units during the construction phase. Occupation of further 2,124 units shall be subject to agreement and based on the timeline for the delivery and operation of the Bus Connects Route. Total 3,187 Units.
	Operational	3187	
Dart Services	Not Linked to the delivery of Residential/Employment floor space within the SURF. Projects are envisaged as being post 2042 and will likely be required to accommodate further development of the City Edge area.		
Kimmage Luas Line			
Inner Orbital Route			
Outer Orbital Route			

Wastewater Infrastructure

Provision of water and wastewater infrastructure shall be carried out in accordance with detailed plans agreed with Uisce Eireann and SDCC on a pro rata basis. In accordance with UTL 1 Objective 2, South Dublin County Council along with Dublin City Council will continue to collaborate with Uisce Eireann with a focus on supporting the 9B upgrade project to provide medium to long term foul drainage capacity to the City Edge area.

Energy

It is a policy of the SURF to promote sustainable electricity generation within City Edge to meet existing and future requirements. Through Policy ENG5 Objective 6, the SURF supports the development and/or reinforcement of electricity grid infrastructure (transmission/distribution networks, transformer stations, etc.) to enable greater quantities of renewable electricity to be supplied to the grid and for greater levels of demand (buildings, vehicles, etc.) to be decarbonised through electrification. Energy Demand will be assessed on a case by case basis across PDAs and at Application Stage to ensure sufficient provision is in place including the identification of suitable sites for substations capable of meeting future projected demand.

It is the policy of the SURF through HVL1 to support the undergrounding of high voltage overhead lines within the City Edge area in order to release developable land and to facilitate placemaking by improving visual amenity. While the delivery of residential units has not been linked as a specific phasing requirement, South Dublin County Council will continue to engage with the ESB, Eirgrid, the Land Development Agency and Dublin City Council with a view to implementing the undergrounding of high voltage overhead lines, subject to feasibility and cost benefit analysis including factors such as technical, social, environmental, and economic considerations.

Surface Water Management

It is a policy of the SURF to reduce surface water run-off by delivering a high quality, coordinated Sustainable Urban Drainage System (SuDS) integrated with the public realm and public open space within the Priority Development Areas and across City Edge. At a wider PDA level it will be a requirement to carry out a Surface Water/Rainwater Management Strategy for each PDA area. Where planning applications are received in advance of a SWMP/RMP being developed for each PDA area, applications will be required to include a SWMP/RMP at the Neighbourhood or Priority Development Area level within which the development site is located. (Refer to Objective SWRM1 Objective 2).

Major Park	Phasing Gateway Minimum Requirement to be achieved	Res Units/ Occupations	Note
	Feasibility and Design Study Completed	2000	No more than 2,000 units shall be occupied across the 3 PDAs until such time as a feasibility study has been carried out in regard to the provision of a Major Park to serve the City Edge area with a further 1,000 units capable of being occupied while the identified site has obtained planning permission. Occupation of further 2,000 units shall be subject to agreement and based on the timeline for the delivery and operation of the Major Park.
	Site Acquisition and Planning Permission	3000	
	Delivery and Operation	5000	

Sports Hub(s)	Phasing Gateway Minimum Requirement to be achieved	Res Units/ Occupations	Note
	Feasibility and Design Study Completed	2000	No more than 2,000 units shall be occupied across the 3 PDAs until such time as a feasibility study has been carried out in regard to the provision of a Sports Hub to serve the City Edge area with a further 1,000 units capable of being occupied while the identified site has obtained planning permission. Occupation of further 1,000 units shall be subject to agreement and based on the timeline for the delivery and operation of the Major Park.
	Site Acquisition and Planning Permission	3000	
	Delivery and Operation	4000	

Note: Major Park and Sports Hub Provision shall be subject to 3 stages of development from feasibility, design and planning to construction and operation. Contributions in Lieu of the provision of such spaces shall be applied in accordance with the South Dublin Development Contribution Scheme as outlined in Policy SIO 1 Strategic Infrastructure.

Green and Blue Infrastructure	Phasing Gateway Minimum Requirement to be achieved	Res Units/ Occupations	Note
Tymon to Phoenix Park Greenway/ Active Travel Route	Reservation of lands at individual Planning Application Stage	As per PDA Requirements	The Delivery of the Tymon to Phoenix Park Greenway forms a key Active Travel Route throughout City Edge. In accordance with MOV 1 Developers of sites in the vicinity of identified greenways and green corridors will be required to demonstrate how they intend to contribute towards their delivery.

Energy/Heat Centre	Phasing Gateway Minimum Requirement to be achieved	Res Units/ Occupations	Note
Provision of a Heat Centre to Recover Heat from the 9B Sewer	Feasibility and Site Location Identification	1,000	A maximum of 1,000 units shall be occupied (population equivalent of c. 2,700 people) across the Red Cow & Cherry Orchard and Longmile PDAs during the assessment of feasibility and the identification of a suitable site for a heat centre capable of facilitating district heating within these PDAs. Occupation of further 2,000 units shall be subject to agreement and based on the timeline for the delivery and operation of the District Heating Network. Total 4,000 Units -population equivalent c. 11,000 people.
	Planning, Design, Construction and Operation	3,000	
Provision of a Heat Centre to Recover Heat from major waste heat producers	Feasibility and Site Location Identification	1,000	A maximum of 1,000 units shall be occupied (population equivalent of (c. 2,700 people) across the Greenhills PDA during the assessment of feasibility and the identification of a suitable site for a heat centre capable of facilitating district heating within this PDA. Occupation of further 2,000 units shall be subject to agreement and based on the timeline for the delivery and operation of the District Heating Network. Total 4,000 Units -population equivalent c. 11,000 people.
	Planning, Design, Construction and Operation	3,000	

Primary Care	Phasing Gateway Minimum Requirement to be achieved	Res Units/ Occupations	Note
	Feasibility – Site Identification and HSE Agreement on Site Location	2,000	A maximum of 2,000 units shall be occupied (population equivalent of c. 5,500 people) across the 3 PDAs during the assessment of feasibility and the identification of a suitable site, Planning and design of a new Primary Care Centre to serve the area. Occupation of further 1,000 units shall be subject to agreement and based on the timeline for the delivery and operation of the Primary Care Centre. Total 3,000 Units -population equivalent c. 8,200 people.
	Construction and Operation	1,000	

4.2 PDA PHASING

As set out above the following tables 22 - 24 focus on the phasing requirements specific to each PDA to ensure the coordinated planning and delivery of essential local infrastructure, amenities and community facilities in advance of and in tandem with population growth/ residential unit delivery and occupation or in specific circumstances employment floor space delivery.

Some PDA-specific infrastructure requirements that form part of this phasing strategy are identified at indicative locations on the Layout and Structure Maps for each PDA (refer to Figures 26, 38 and 50). These include 4 local centres, 6 schools, 10 community facilities, 2 potential heat centres, 17 community parks and 6 mobility hubs. These requirements break down between the three PDAs as detailed in table 21.

Table 21: PDA Specific Infrastructure Requirements.

PDA Specific Infrastructure Identified on Maps	Red Cow & Cherry Orchard	Long Mile	Greenhills
Local Centres	2	0	2
Schools	2	1	3
Community Facilities*	4	2	4
Heat Recovery Centre	1	0	1
Community Parks	6	3	8
Mobility Hub	3	0	3

*Community facilities include community centres, primary care centres, sports hubs and arts and culture spaces.

Note on Phasing:

1. The phasing categories have been divided into four phases: phase 1 Prior to commencement, phase 2 0–25%, phase 3 Up to 75% and phase 4 75%-100% build-out.
2. Residential units have been prioritized, with an average unit size of 116 m^2 assumed for calculations.
3. The employment floor space targets are based on figures outlined in the Neighbourhood Plan table.

Table 22: Red Cow & Cherry Orchard PDA - Local Phasing Strategy.

Phase	Residential Units Constructed and Occupied	Employment Floor Space Delivered	Minimum Delivery in Phase
1	Prior to Commencement of Development	Prior to Commencement of Development	**Rainwater Management Plan:** Prepare RMP for neighbourhood at planning application stage.
2	0-89,900m² (0-775 residential units)	Up to 25% (0 to 34,233m²)	**Streets:** Planning permission for and delivery of parts of new link streets and lower-level streets and junctions, and upgrades to existing, in accordance with development progress.
			Luas Stop: Planning and design complete.
			Active Travel: Provision of local pedestrian / cycle links in areas where construction takes place.
			Local Mobility Hubs: Provision of mobility hub where development takes place in line with Policy MOV3.
			Parking: Provision of on-site and / or on-street parking and / or shared parking buildings, as appropriate in line with the provisions of MOV 5 Objective 2 and the Shared Parking Buildings - Implementation (Section 2.5.7.3).
			Community Infrastructure: Planning permission for community floor space (including space for arts and culture).
			Childcare: Provision of a minimum 700m² floor space to meet childcare need and/or demonstrate that childcare is available within the catchment (within a 10-minute walk or cycle of the development site).
			Schools: Agree need with Department of Education and Youth and transfer a school site, if required).
			Local Centres: Construction of pro-rata quantum of retail to residential occupation.
			Major/Linear Park: Transfer land or make contribution (in accordance with a development contribution scheme) towards the creation of major/linear park in areas where development takes place.

Table 22: Red Cow & Cherry Orchard PDA - Local Phasing Strategy.

Phase	Residential Units Constructed and Occupied	Employment Floor Space Delivered	Minimum Delivery in Phase
2	0 - 89,900 m^2 (0 - 775 residential units)	Up to 25% (0 - 34,233m^2)	**Community Park:** Design and construction of a community parks on a pro rata basis as identified on the layout and structure maps or proximate to development totalling 7,250m^2.
			Green and Blue Infrastructure: Design and construction of SuDS for all developments.
			Utilities: Provision of local interventions to free up foul capacity on a case-by-case basis.
			Energy: Future-proof all residential development and potential major heat users to connect into future district heating system.
3	89,900 - 269,700 m^2 (775 - 2,325 residential units)	25% - 75% (34,233 - 102,699m^2)	**Streets:** Planning permission for and delivery of parts of new link streets and lower-level streets and junctions, and upgrades to existing, in accordance with development progress.
			Active Travel: Provision of local pedestrian / cycle links in areas where construction takes place.
			Luas Stop: Construction commenced with timeline for delivery provided.
			Local Mobility Hubs: Provision of mobility hub where development takes place in line with Policy MOV3.
			Parking: Provision of on-site and / or on-street parking and / or shared parking buildings, as appropriate in line with the provisions of MOV 5 Objective 2 and the Shared Parking Buildings - Implementation (Section 2.5.7.3).
			Community Infrastructure: Construction of community floor space (including space for arts and culture).
			Childcare: Provision of a minimum of 1400m^2 floor space to meet childcare need and/or demonstrate that childcare is available within the catchment (within a 10-minute walk or cycle of the development site).
			Schools: Agree need with Department of Education and Youth and transfer a school site, if required).

Table 22: Red Cow & Cherry Orchard PDA - Local Phasing Strategy.

Phase	Residential Units Constructed and Occupied	Employment Floor Space Delivered	Minimum Delivery in Phase
3	89,900 - 269,700 m^2 (775 - 2,325 residential units)	25% - 75% (34,233 - 102,699m^2)	**Local Centres:** Construction of pro-rata quantum of retail to residential occupation. **Major/Linear Park:** Transfer land or make contribution (in accordance with a development contribution scheme) towards creation of major/linear park in areas where development takes place. **Community Park:** Design and construction of a community parks on a pro rata basis as identified on the layout and structure maps or proximate to development totalling 14,500m^2 in addition to phase 2 requirements. **Green and Blue Infrastructure:** Design and construction of SuDS for all developments. **Utilities:** Provision of local interventions to free up foul capacity on a case-by-case basis. **Energy:** Future-proof all residential development and potential major heat users to connect into future district heating system.
4	269,700 - 359,600m^2 (2,325 - 3,100 residential units)	75% - 100% (102,699 - 136,932m^2)	**Streets:** Planning permission for and delivery of parts of new link streets and lower-level streets and junctions, and upgrades to existing, in accordance with development progress. **Active Travel:** Provision of local pedestrian / cycle links in areas where construction takes place. **Local Mobility Hubs:** Provision of mobility hub where development takes place. **Parking:** Provision of on-site and / or on-street parking and / or shared parking buildings, as appropriate. **Community Infrastructure:** Operation of community floor space (including space for arts and culture). **Childcare:** Provision of a minimum of 700m^2 childcare floor space to meet childcare need and/or demonstrate that childcare is available within the catchment (within a 10-minute walk or cycle of the development site).

Table 22: Red Cow & Cherry Orchard PDA - Local Phasing Strategy.

Phase	Residential Units Constructed and Occupied	Employment Floor Space Delivered	Minimum Delivery in Phase
4	269,700 - 359,600m² (2,325 - 3,100 residential units)	75% - 100% (102,699 - 136,932m²)	**Schools:** Agree need with Department of Education and Youth and transfer a school site, if required). **Local Centres:** Construction of pro-rata quantum of retail to residential occupation. **Major/Linear Park:** Transfer land or make contribution (in accordance with a development contribution scheme) towards creation of major/linear park in areas where development takes place. **Community Park:** Design and construction of a community parks in areas on a pro rata basis as identified on the layout and structure maps or proximate to development totalling 7,250m² in addition to phases 2 and 3. **Green and Blue Infrastructure:** Design and construction of SuDS for all developments. **Utilities:** Provision of local interventions to free up foul capacity on a case-by-case basis. **Energy:** Future-proof all residential development and potential major heat users to connect into future district heating system.

Table 23: Longmile PDA - Local Phasing Strategy.

Phase	Residential Units Constructed and Occupied	Employment Floor space Delivered	Minimum Delivery in Phase
1	Prior to Commencement of Development	Prior to Commencement of Development	**Rainwater Management Plan:** Prepare RMP for neighbourhood at planning application stage.
2	0 - 50,286m² (0 - 433 residential units)	Up to 25% (0 - 24,618m²)	**Streets:** Planning permission for and delivery of parts of new link streets and lower-level streets and junctions, and upgrades to existing, in accordance with development progress. **Active Travel:** Provision of local pedestrian / cycle links in areas where construction takes place. **Local Mobility Hubs:** Provision of mobility hub where development takes place in line with Policy MOV3. **Parking:** Provision of on-site and / or on-street parking and / or shared parking buildings, as appropriate in line with the provisions of MOV 5 Objective 2 and the Shared Parking Buildings - Implementation (Section 2.5.7.3). **Community Infrastructure:** Planning permission for community floor space (including space for arts and culture). **Childcare:** Provision of a minimum of 400m² floor space to meet childcare need and/or demonstrate that childcare is available within the catchment (within a 10-minute walk or cycle of the development site). **Schools:** Agree need with Department of Education and Youth and transfer a school site, if required). **Major/Linear Park:** Transfer land or make contribution (in accordance with a development contribution scheme) towards the creation of major/linear park in areas where development takes place.

Table 23: Longmile PDA - Local Phasing Strategy.

Phase	Residential Units Constructed and Occupied	Employment Floor space Delivered	Minimum Delivery in Phase
2	0-50,286m² (0 - 433 residential units)	Up to 25% (0 - 24,618m²)	**Community Park:** Design and construction of a community parks on a pro rata basis as identified on the layout and structure maps or proximate to development totalling 4,000m². **Green and Blue Infrastructure:** Design and construction of SuDS for all developments. **Utilities:** Provision of local interventions to free up foul capacity on a case-by-case basis. **Energy:** Future-proof all residential development and potential major heat users to connect into future district heating system.
3	50,286 - 150,858m² (433 - 1,300 residential units)	25% - 75% (24,618 - 73,855m²)	**Streets:** Planning permission for and delivery of parts of new link streets and lower-level streets and junctions, and upgrades to existing, in accordance with development progress. **Active Travel:** Provision of local pedestrian / cycle links in areas where construction takes place. **Local Mobility Hubs:** Provision of mobility hub where development takes place in line with Policy MOV3. **Parking:** Provision of on-site and / or on-street parking and / or shared parking buildings, as appropriate in line with the provisions of MOV 5 Objective 2 and the Shared Parking Buildings - Implementation (Section 2.5.7.3). **Community Infrastructure:** Construction of community floor space (including space for arts and culture). **Childcare:** Provision of a minimum of 800m² floor space to meet childcare need and/or demonstrate that childcare is available within the catchment (within a 10-minute walk or cycle of the development site). **Schools:** Agree need with Department of Education and Youth and transfer a school site, if required).

Table 23: Longmile PDA - Local Phasing Strategy.

Phase	Residential Units Constructed and Occupied	Employment Floor space Delivered	Minimum Delivery in Phase
3	50,286 - 150,858m² (433 - 1,300 residential units)	25% - 75% (24,618 - 73,855m²)	**Major/Linear Park:** Transfer land or make contribution (in accordance with a development contribution scheme) towards creation of major/linear park in areas where development takes place. **Community Park:** Design and construction of a community parks on a pro rata basis as identified on the layout and structure maps or proximate to development totalling 8,000m² in addition to phase 2. **Green and Blue Infrastructure:** Design and construction of SuDS for all developments. **Utilities:** Provision of local interventions to free up foul capacity on a case-by-case basis. **Energy:** Future-proof all residential development and potential major heat users to connect into future district heating system.
4	150,858 - 201,144m² (1,300 - 1,734 residential units)	75% - 100% (73,855 - 98,474m²)	**Streets:** Planning permission for and delivery of parts of new link streets and lower-level streets and junctions, and upgrades to existing, in accordance with development progress. **Active Travel:** Provision of local pedestrian / cycle links in areas where construction takes place. **Local Mobility Hubs:** Provision of mobility hub where development takes place. **Parking:** Provision of on-site and / or on-street parking and / or shared parking buildings, as appropriate. **Community Infrastructure:** Operation of community floor space (including space for arts and culture). **Childcare:** Provision of a minimum of 400m² childcare floor space to meet childcare need and/ or demonstrate that childcare is available within the catchment (within a 10-minute walk or cycle of the development site). **Schools:** Agree need with Department of Education and Youth and transfer a school site, if required).

Table 23: Longmile PDA - Local Phasing Strategy.

Phase	Residential Units Constructed and Occupied	Employment Floor space Delivered	Minimum Delivery in Phase
4	150,858 - 201,144m² (1,300 - 1,734 residential units)	75% - 100% (73,855 - 98,474m²)	**Major/Linear Park:** Transfer land or make contribution (in accordance with a development contribution scheme) towards creation of major/linear park in areas where development takes place. **Community Park:** Design and construction of a community parks on a pro rata basis as identified on the layout and structure maps or proximate to development totalling 4,000m² in addition to phases 2 and 3. **Green and Blue Infrastructure:** Design and construction of SuDS for all developments. **Utilities:** Provision of local interventions to free up foul capacity on a case-by-case basis. **Energy:** Future-proof all residential development and potential major heat users to connect into future district heating system.

Table 24: Greenhills PDA - Local Phasing Strategy.

Phase	Residential Units Constructed and Occupied	Employment Floor space Delivered	Minimum Delivery in Phase
1	Prior to Commencement of Development	Prior to Commencement of Development	**Rainwater Management Plan:** Prepare RMP for neighbourhood at planning application stage.
2	0 -123,250 m^2 (0 - 1063 residential units)	Up to 25% (0 - 46,932m^2)	**Streets:** Planning permission for and delivery of parts of new link streets and lower-level streets and junctions, and upgrades to existing, in accordance with development progress. **Road Construction:** Construction of the Calmount Road Link Street **Active Travel:** Provision of local pedestrian / cycle links in areas where construction takes place. **Local Mobility Hubs:** Provision of mobility hub where development takes place in line with Policy MOV3. **Parking:** Provision of on-site and / or on-street parking and / or shared parking buildings, as appropriate in line with the provisions of MOV 5 Objective 2 and the Shared Parking Buildings - Implementation (Section 2.5.7.3). **Community Infrastructure:** Planning permission for community floor space (including space for arts and culture). **Childcare:** Provision of a minimum 960m^2 floor space to meet childcare need and/or demonstrate that childcare is available within the catchment (within a 10-minute walk or cycle of the development site). **Schools:** Agree need with Department of Education and Youth and transfer a school site, if required). **Local Centres:** Construction of pro-rata quantum of retail to residential occupation. **Major/Linear Park:** Transfer land or make contribution (in accordance with a development contribution scheme) towards the creation of major/linear park in areas where development takes place.

Table 24: Greenhills PDA - Local Phasing Strategy.

Phase	Residential Units Constructed and Occupied	Employment Floor space Delivered	Minimum Delivery in Phase
2	0 -123,250 m^2 (0 - 1063 residential units)	Up to 25% (0 - 46,932m^2)	**Community Park:** Design and construction of a community parks on a pro rata basis as identified on the layout and structure maps or proximate to development totalling 10,000m^2. **Green and Blue Infrastructure:** Design and construction of SuDS for all developments. **Utilities:** Provision of local interventions to free up foul capacity on a case-by-case basis. **Energy:** Future-proof all residential development and potential major heat users to connect into future district heating system.
3	123,250 - 369,750m^2 (1063 - 3,187 residential units)	25% - 75% (46,932 - 140,797m^2)	**Streets:** Planning permission for and delivery of parts of new link streets and lower-level streets and junctions, and upgrades to existing, in accordance with development progress. **Active Travel:** Provision of local pedestrian / cycle links in areas where construction takes place. **Local Mobility Hubs:** Provision of mobility hub where development takes place in line with Policy MOV3. **Parking:** Provision of on-site and / or on-street parking and / or shared parking buildings, as appropriate in line with the provisions of MOV 5 Objective 2 and the Shared Parking Buildings - Implementation (Section 2.5.7.3). **Community Infrastructure:** Construction of community floor space (including space for arts and culture). **Childcare:** Provision of a minimum 1920m^2 floor space to meet childcare need and/or demonstrate that childcare is available within the catchment (within a 10-minute walk or cycle of the development site). **Schools:** Agree need with Department of Education and Youth and transfer a school site, if required). **Local Centres:** Construction of pro-rata quantum of retail to residential occupation.

Table 24: Greenhills PDA - Local Phasing Strategy.

Phase	Residential Units Constructed and Occupied	Employment Floor space Delivered	Minimum Delivery in Phase
3	123,250 - 369,750m² (1063 - 3,187 residential units)	25% - 75% (46,932 - 140,797m²)	**Major/Linear Park:** Transfer land or make contribution (in accordance with a development contribution scheme) towards creation of major/linear park in areas where development takes place. **Community Park:** Design and construction of a community parks on a pro rata basis as identified on the layout and structure maps or proximate to development totalling 20,000m² in addition to phase 2. **Green and Blue Infrastructure:** Design and construction of SuDS for all developments. **Utilities:** Provision of local interventions to free up foul capacity on a case-by-case basis. **Energy:** Future-proof all residential development and potential major heat users to connect into future district heating system.
4	369,750 - 493,000m² (3,187 - 4,250 residential units)	75% - 100% (140,797 - 187,729m²)	**Streets:** Planning permission for and delivery of parts of new link streets and lower-level streets and junctions, and upgrades to existing, in accordance with development progress. **Active Travel:** Provision of local pedestrian / cycle links in areas where construction takes place. **Local Mobility Hubs:** Provision of mobility hub where development takes place. **Parking:** Provision of on-site and / or on-street parking and / or shared parking buildings, as appropriate. **Community Infrastructure:** Operation of community floor space (including space for arts and culture). **Childcare:** Provision of a minimum of 960m² childcare floor space to meet childcare need and/ or demonstrate that childcare is available within the catchment (within a 10-minute walk or cycle of the development site). **Schools:** Agree need with Department of Education and Youth and transfer a school site, if required). **Local Centres:** Construction of pro-rata quantum of retail to residential occupation.

Table 24: Greenhills PDA - Local Phasing Strategy.

Phase	Residential Units Constructed and Occupied	Employment Floor space Delivered	Minimum Delivery in Phase
4	369,750 - 493,000m² (3,187 - 4,250 residential units)	75% - 100% (140,797 - 187,729m²)	**Major/Linear Park:** Transfer land or make contribution (in accordance with a development contribution scheme) towards creation of major/linear park in areas where development takes place. **Community Park:** Design and construction of a community parks on a pro rata basis as identified on the layout and structure maps or proximate to development totalling 10,000m² in addition to phases 2 and 3. **Green and Blue Infrastructure:** Design and construction of SuDS for all developments. **Utilities:** Provision of local interventions to free up foul capacity on a case-by-case basis. **Energy:** Future-proof all residential development and potential major heat users to connect into future district heating system.

4.3 SAMPLE TYPOLOGIES

The block typologies introduced here relate to the land use mix categories and the corresponding use types, and showcase how different mixes of uses may occur within each situation. These are not exhaustive, but offer an example of how colocation of certain uses may manifest.

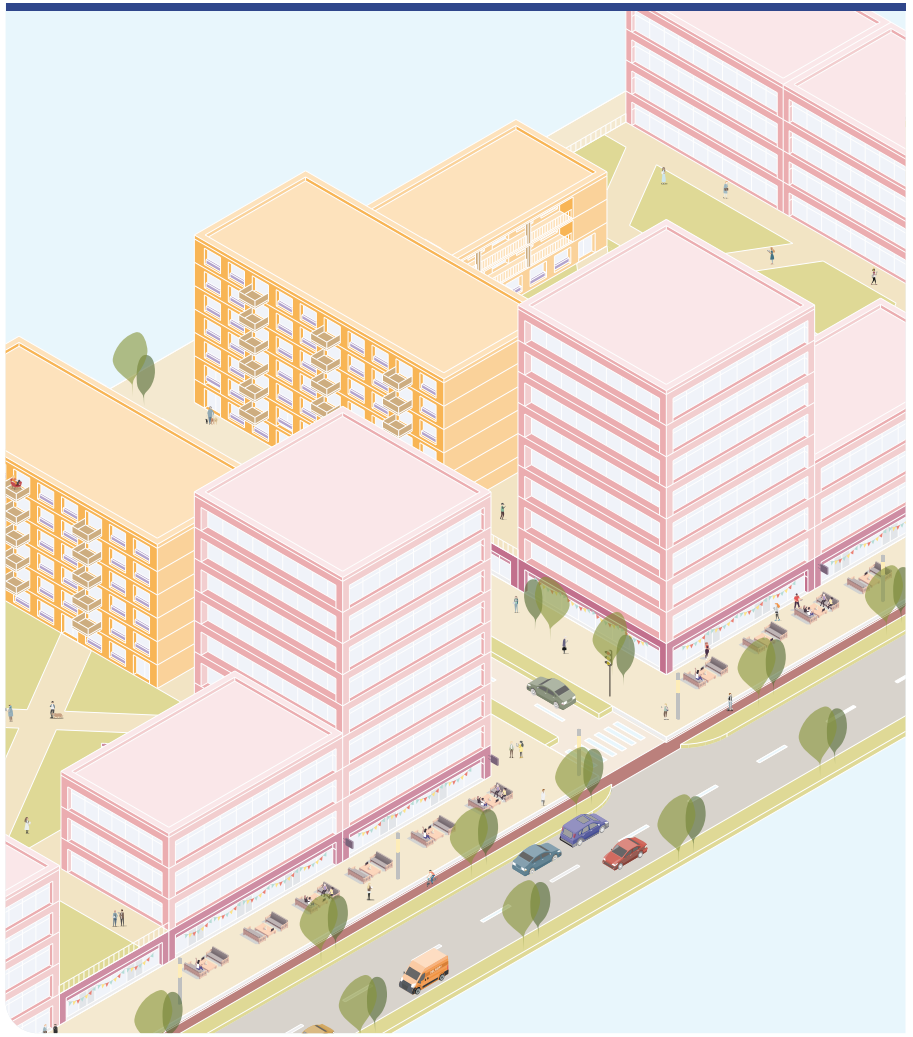
4.3.1 RESIDENTIAL-LED MIXED USE

- Mixed apartments and houses with integrated community infrastructure.
- Legible streets with regular front doors, with potential to group residential entrances on separate streets to those that may include deliveries for employment uses.
- Integrated employment uses such as urban workspaces, with potential for these to form part of the same urban block.
- Utilising natural infrastructure to create communal courtyards as buffers between uses.
- Consider streetscapes with potential for delivery space and drop-off for employment uses that can incorporate SuDS.
- Overall street profile enhanced to accommodate cycle lanes, a SuDS corridor, new street trees, street furniture and generous footpaths.



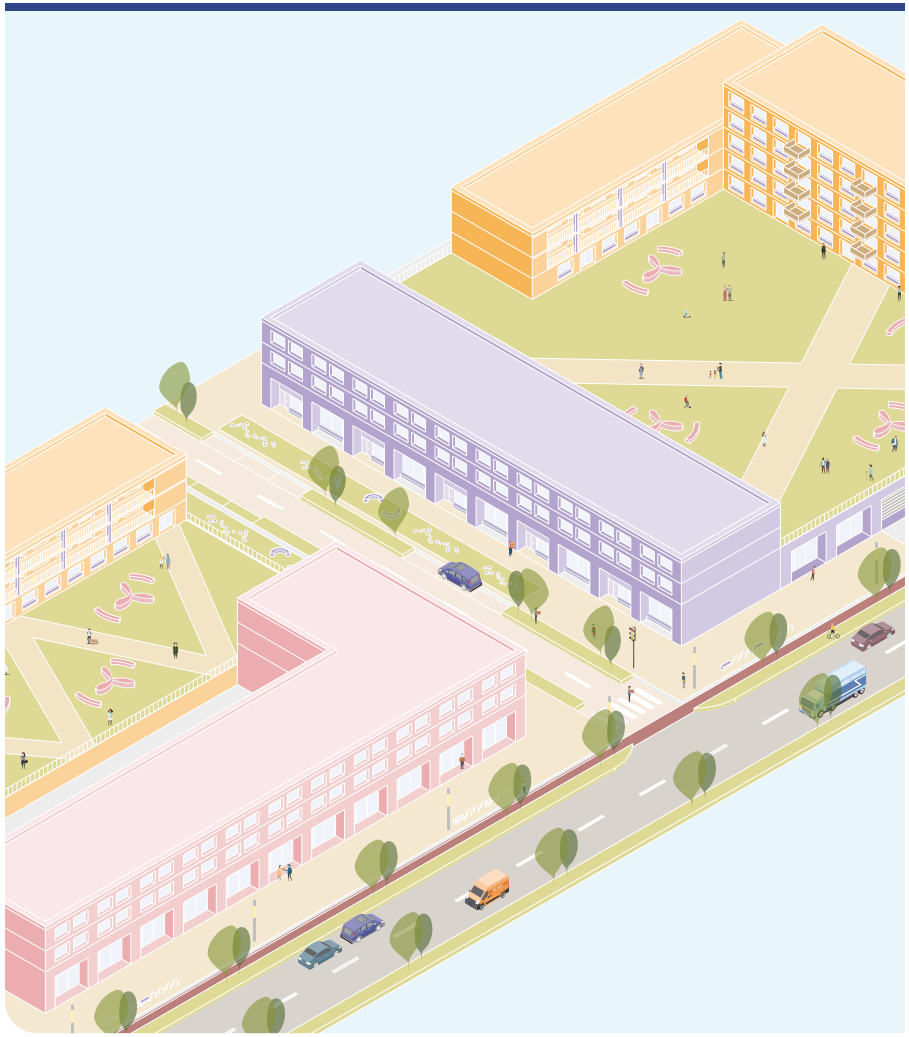
4.3.2 EMPLOYMENT-LED MIXED USE (HIGH-DENSITY)

- High-density employment uses such as office, with active ground floors including office lobbies, cafe and breakout spaces; as well as public facing retail / leisure / F&B offers.
- Mid-high density apartment buildings can share urban blocks with office, with potential to arrange access and frontage to create residential-focused streets and employment-focused streets.
- Community infrastructure can be integrated within residential buildings.
- The ground floor of the office building could be used for retail and café spaces, creating an active frontage and forming a high street within the neighbourhood. The street profile should also consider spill-out zones and informal seating to cater for social activities and needs.
- Overall street profile enhanced to accommodate cycle lanes, a SuDS corridor, new street trees, urban furniture and generous footpaths.



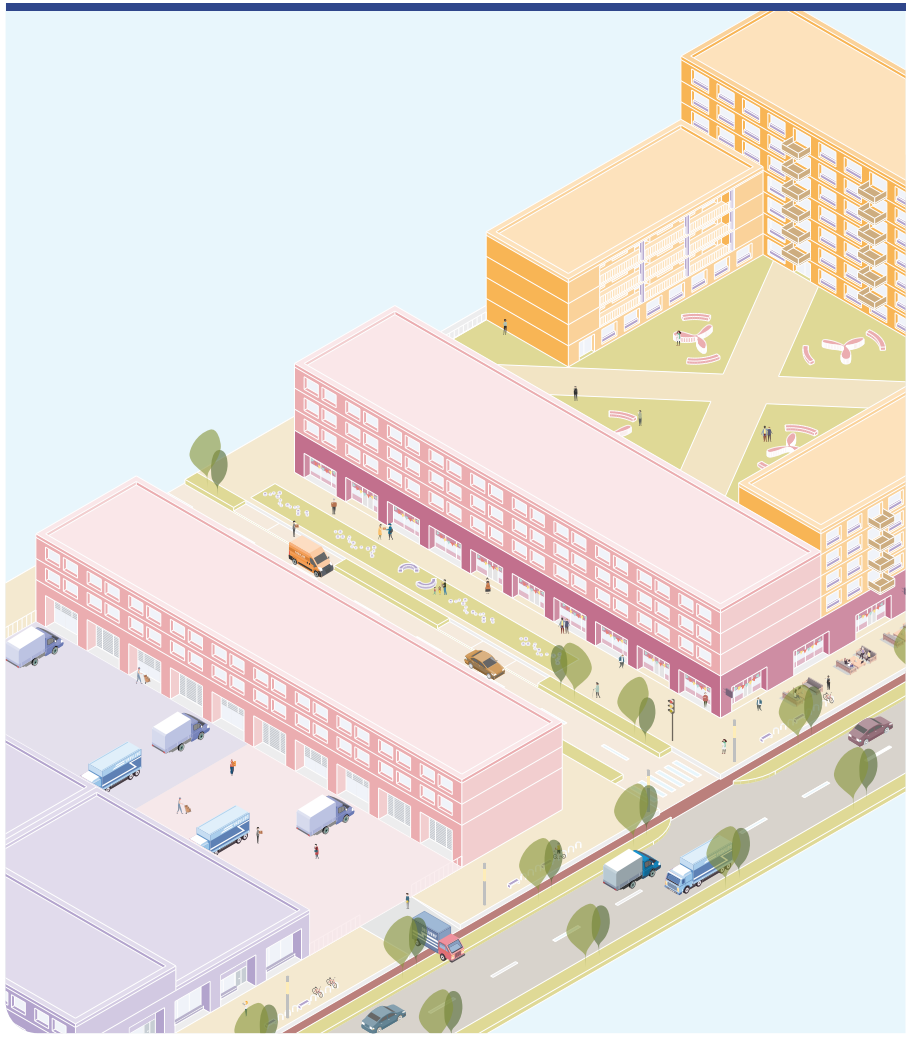
4.3.3 EMPLOYMENT LED MIXED USE

- Mid density employment such as urban workspace and urban industry, with active ground floors including individual entrances to businesses onto the street.
- Mid-high density apartment buildings can share urban blocks with urban workspace and urban industry, with potential to arrange access and frontage to create residential-focused streets and employment-focused streets.
- Larger floorplates for urban industry can be incorporated in the centre of blocks, with potential for residential communal amenity space on top. The frontage for the urban industry can then focus on a different street to the residential. Delivery can be in a dedicated area within the centre of the block, accessed at one or two particular points that minimises conflict between vehicles and pedestrians where they cross.
- The ground floor of the urban workspace building could engage dynamically with the street, with spill-out zones and bike deliveries in front of each unit.
- Formal delivery spaces for vehicles can be included in the street profile to ensure a tidy and attractive street that pedestrians can still use.
- Overall street profile enhanced to accommodate cycle lanes, a SuDS corridor, new street trees, street furniture and generous footpaths.



4.3.4 LOCAL CENTRE

- A vibrant local centre with a retail parade strategically combining ground floor retail / leisure / F&B spaces with urban workspace, and residential units. This mixed-use urban block would create an active, dynamic environment.
- Mid-density residential apartments with integrated community infrastructure can sit above ground floor active uses, with ground floor residential on other sides of the block.
- Podium level could site above ancillary space for retail / residential uses, serving as a semi-private communal space, catering to the social engagement and outdoor needs of the residents.
- Urban workspace could function as a transition zone between residential / retail and urban industry.
- Urban industry and urban workspace could sit on the same plot and consolidate the shared service yard, reducing the overall area requirement for logistics.
- Overall street profile enhanced to accommodate cycle lanes, a SuDS corridor, new street trees, street furniture and wide footpath.



4.3.5 COMMUNITY AND CULTURAL INFRASTRUCTURE

Community and cultural infrastructure includes:

- Schools (primary and post-primary)
- Community facilities (childcare facilities, cultural facilities, local healthcare facilities, etc)
- Community parks
- Recreation and sports facilities.

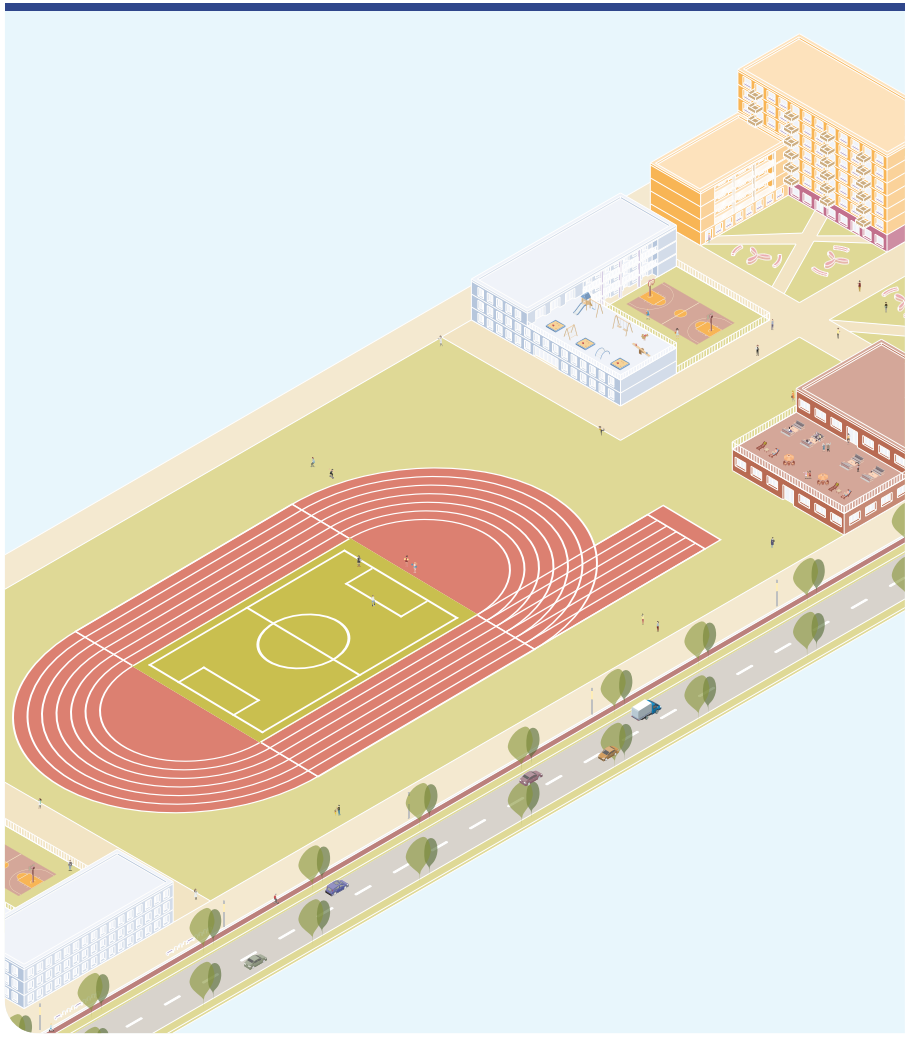
4.3.6 FORM AND TYPE

- All facilities across City Edge should be of a compact urban form, optimising space usage through creating multi-functional buildings and spaces. There is also some potential for uses to be stacked.
- Collocating uses is key to space optimisation, and there is opportunity for facilities to be shared as well. For example, sports pitches may be used both by schools and the wider community through managed timed access.
- Some community facilities may suit being at ground floor level with other uses above, such as residential.
- Indoor facilities may also be shared at different times of day to optimise efficiency.



4.3.7 SPORTS AND RECREATION INFRASTRUCTURE

- A series of integrated hubs could create an efficient provision of sports and recreation infrastructure.
- Dedicated spaces for sports and recreation may be more achievable in areas outside PDAs across City Edge, depending on scale.
- There is potential for sports hubs to be multifunctional, and to be utilised by different groups of people.
- Sports pitches may need to be artificial to optimise their use throughout the day. They can be utilised by adjacent or nearby schools, as well as by residents, with opportunity to incorporate a sports centre to support both outdoor sport and recreation as well as providing indoor facilities.
- Major sports facilities could become anchor uses that have a catalytic impact on regeneration of the wider area.



4.4 MONITORING

The objectives outlined in the City Edge SURF are designed insofar as possible having regard to their subject matter, to be specific, measurable, achievable, and realistic, as per section 12.12.5 of the SDCC County Development Plan.

The Planning Section of South Dublin County Council will progress the monitoring and implementation of the SURF, primarily through its development management functions and the various phasing thresholds set out in section 4.1 Overall Phasing Strategy and 4.2 PDA Phasing of the SURF. However, it is essential to acknowledge that the SURF also necessitates coordination across various directorates and departments, including those within South Dublin and bodies outside it, to ensure a cohesive approach to development and policy delivery.

Furthermore, the SURF will be subject to regular review and reassessment, particularly in response to changes in legislation, new guidelines, or emerging circumstances. This process will evaluate progress, identify areas where adjustments are necessary, and determine whether amendments or variations to the SURF are required to better serve the evolving needs of the community and align with strategic objectives.

4.5 FUNDING

In accordance with the provisions of Section 49 of the Planning and Development Act 2000 (as amended), a Supplementary Development Contribution Scheme may be investigated for the City Edge area to provide for the delivery of strategic public infrastructure including principal route connections, street upgrades, surface water infrastructure, green infrastructure, strategic open space and associated pedestrian and cyclist infrastructure, which could support the delivery of the required infrastructure. City Edge is included under Classes 1 and 2 (Roads Infrastructure & Facilities, and Surface Water & Environment Infrastructure & Facilities, respectively) of the SDCC draft Development Contribution Scheme 2026 – 2028.

4.6 GOVERNANCE

It was decided at the outset that to realise the scale of ambition of City Edge, it was essential to have oversight and high-level representation from key stakeholders. A City Edge **Steering Group** was established with membership including:

- **Chief Executive of SDCC**
- **Deputy Chief Executive of DCC**
- **Representation from state agencies including:**
  - Department of Housing, Local Government Heritage (DHLGH)
  - National Transport Authority (NTA)
  - Transport Infrastructure Ireland (TII)
  - Uisce Eireann (UE)
  - Eirgrid
  - ESB Networks
  - Land Development Agency (LDA).

The involvement of key stakeholders at this level facilitates coordination and implementation of vital infrastructure and policy requirements and the unity of purpose needed to realise a project of this scale.