



3

**PRIORITY
DEVELOPMENT
AREAS - DETAIL**

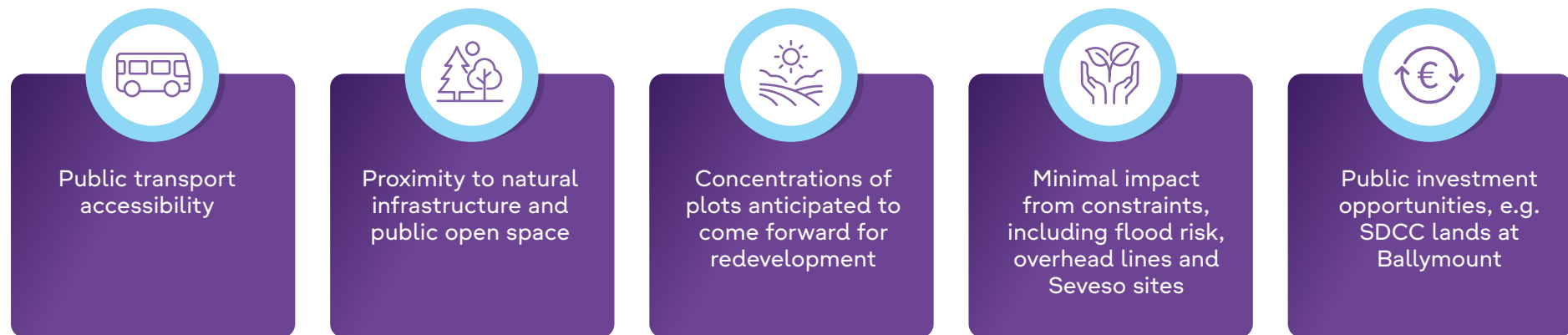




Figure 15: City Edge Early Development Areas (from City Edge Strategic Framework, 2022).

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:



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, population envisaged and predicted numbers of residential units and jobs for each PDA within the 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	52ha	8,494	3,100	3,912
Long Mile PDA	23ha	4,751	1,734	2,814*
Greenhills PDA	53ha	11,645	4,250	5,364
SDCC Total	128ha	24,890	9,084	12,090

* Jobs Ration 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.



3.3 RED COW & CHERRY ORCHARD PDA

3.3.1 LOCATION, EXTENT AND EXISTING CHARACTER

The Red Cow and 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.

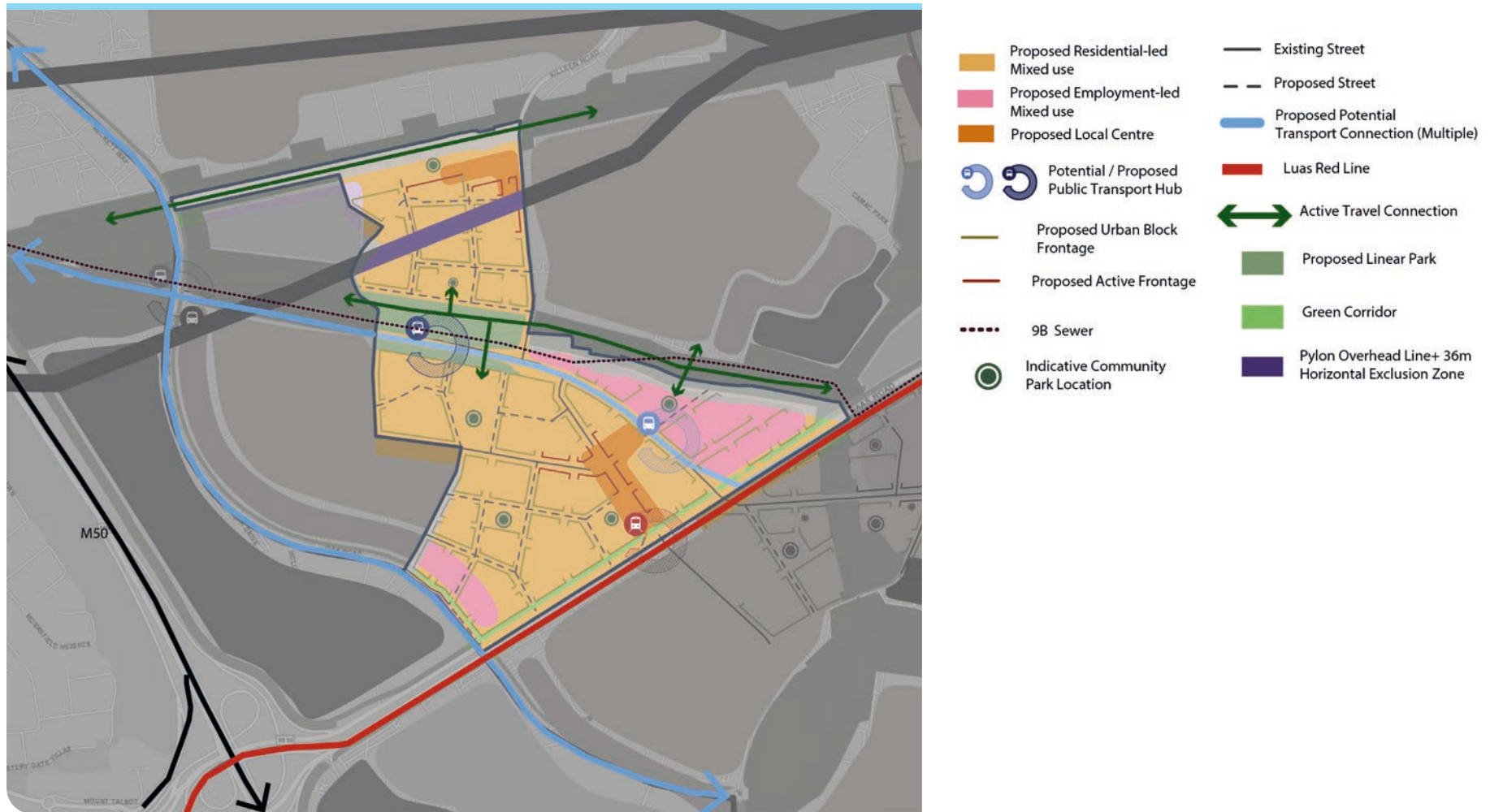


Figure 18a: Red Cow & Cherry Orchard Opportunities Map.

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.

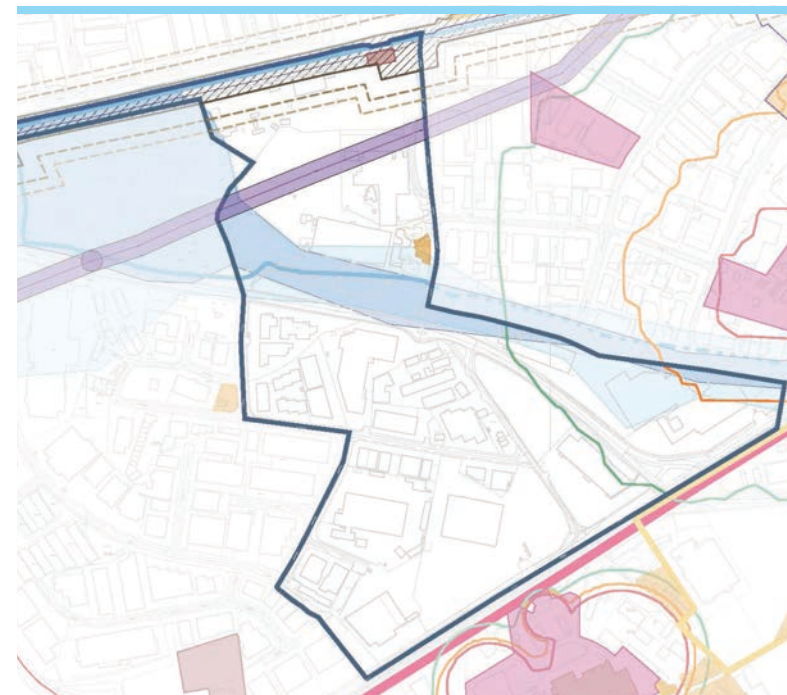


Figure 18b: Constraints Diagram of the Red Cow and Cherry Orchard PDA

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

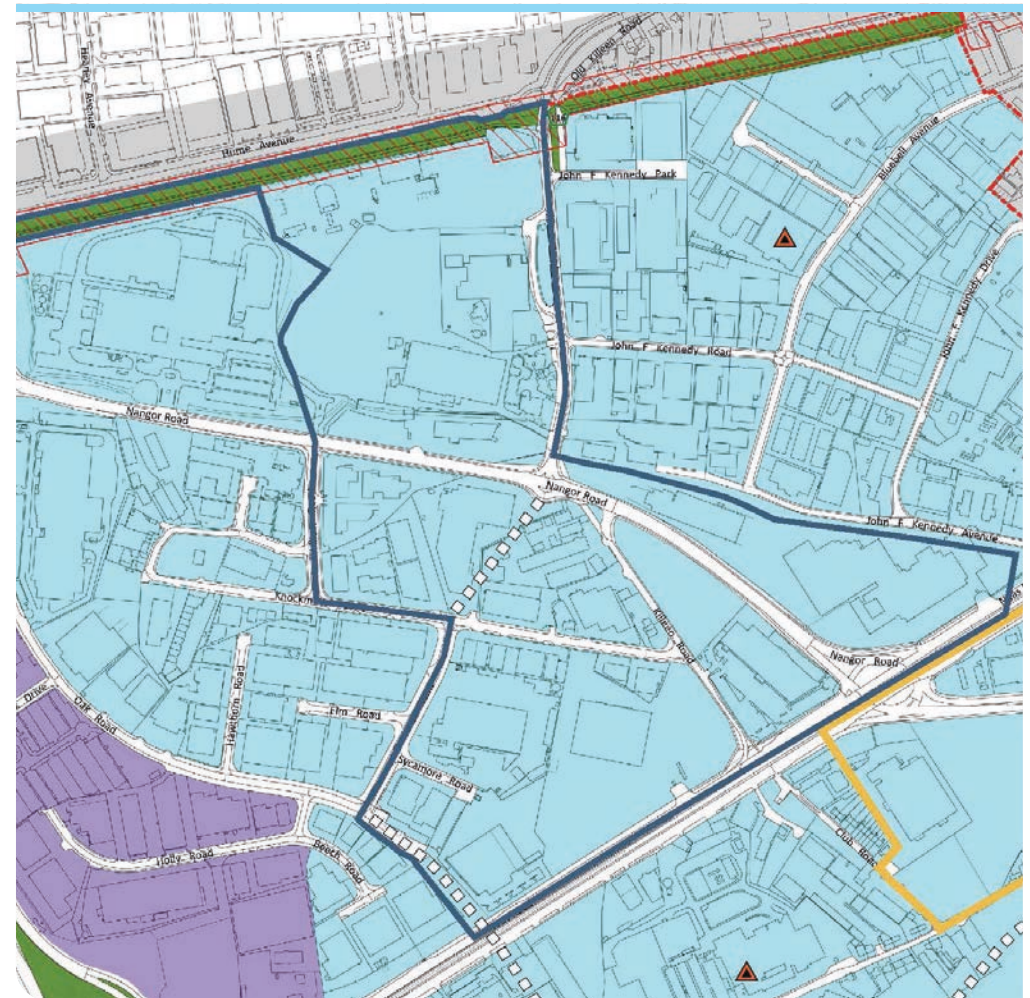


Figure 19: Extract from SDCC County Development Plan 2022-2028, with overlay of Red Cow & Cherry Orchard PDA boundary.

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 focussed 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 137,000m² employment floorspace. 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 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.

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

Area	Population +/-15%	Residential units +/-15%	Jobs +/-15%	Employment Floorspace Target (m ²)
52ha	8,494	3,100	3,912*	136,932

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

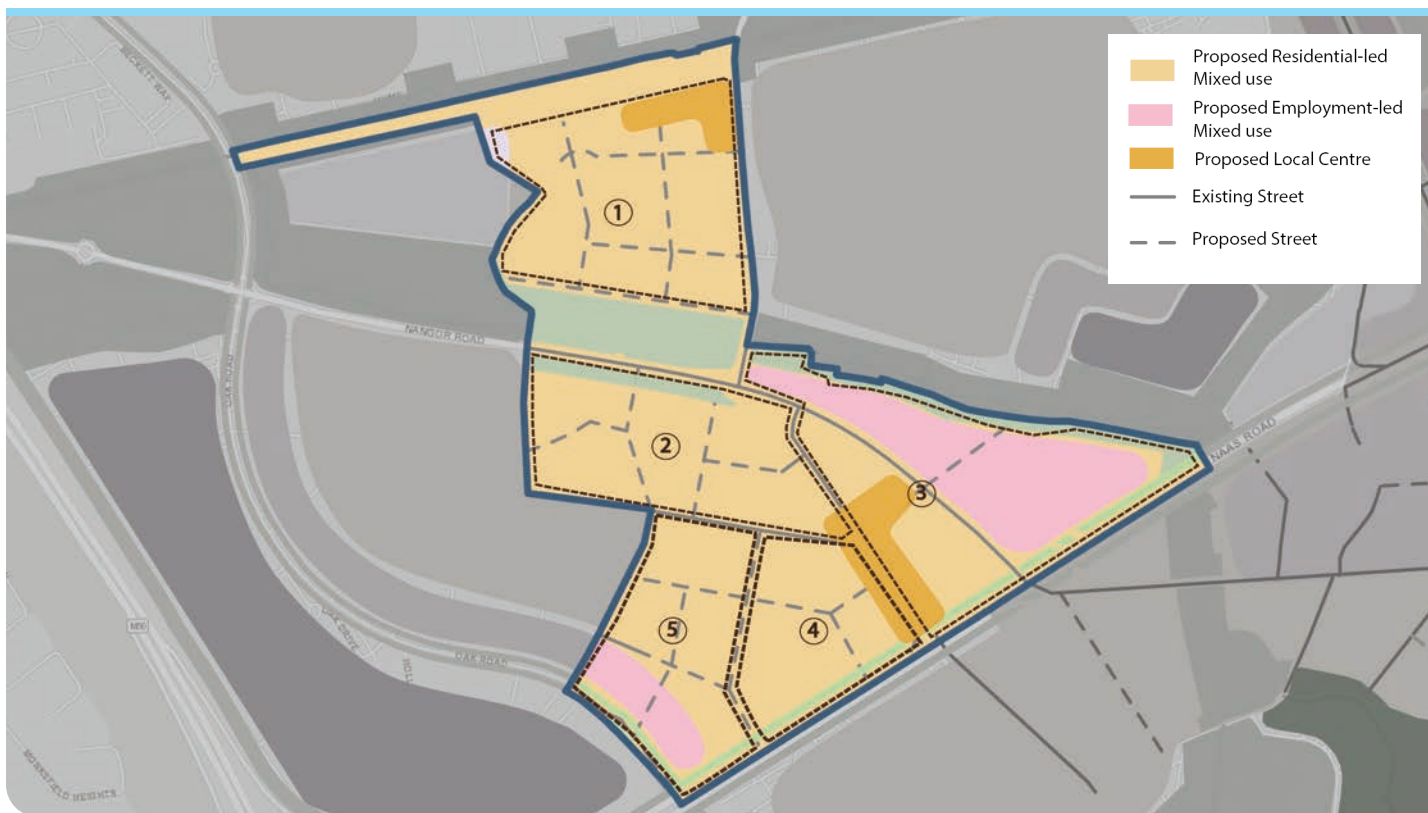


Figure 20: Red Cow & Cherry Orchard PDA Indicative Land Use Map.

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.

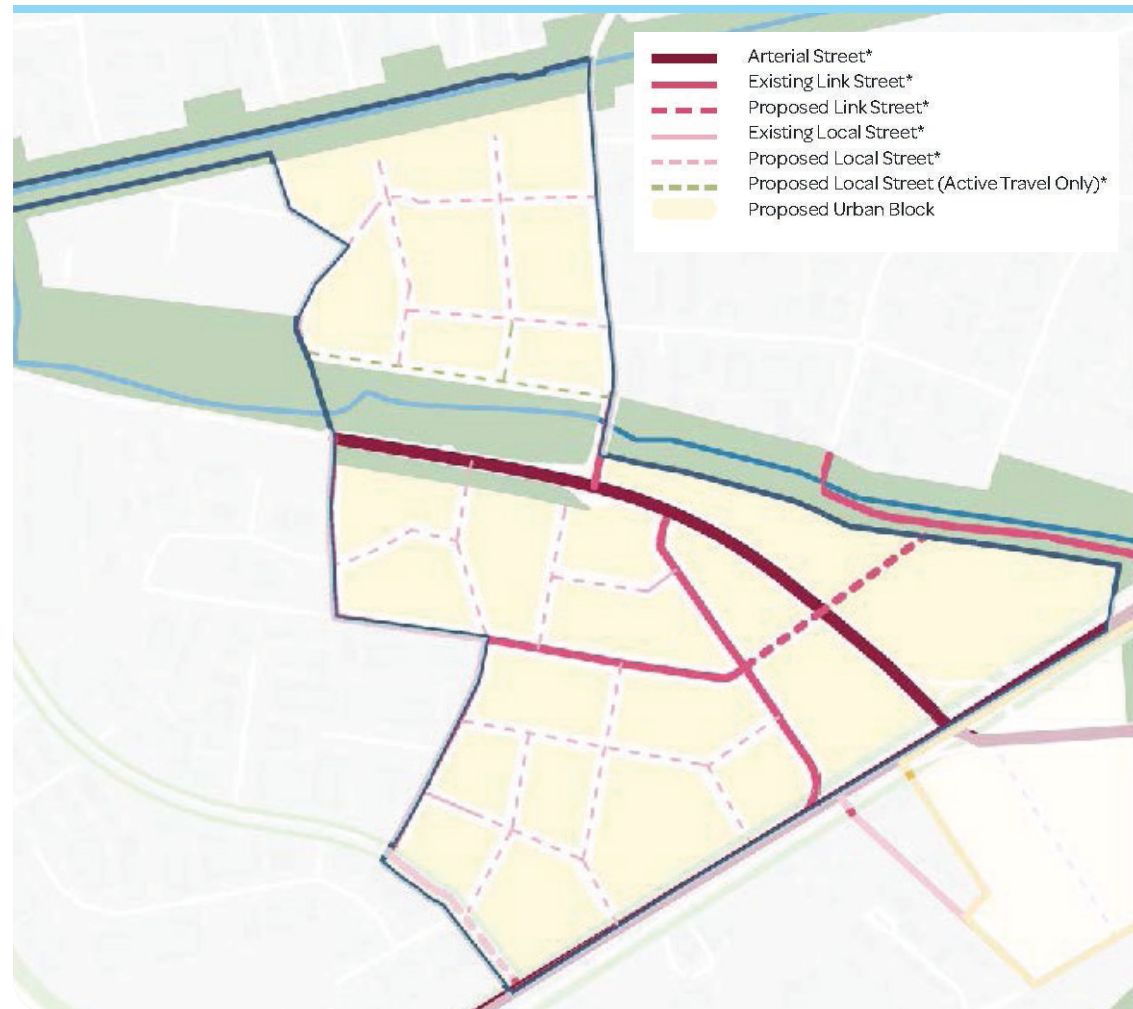


Figure 21: Street Hierarchy Diagram.

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.

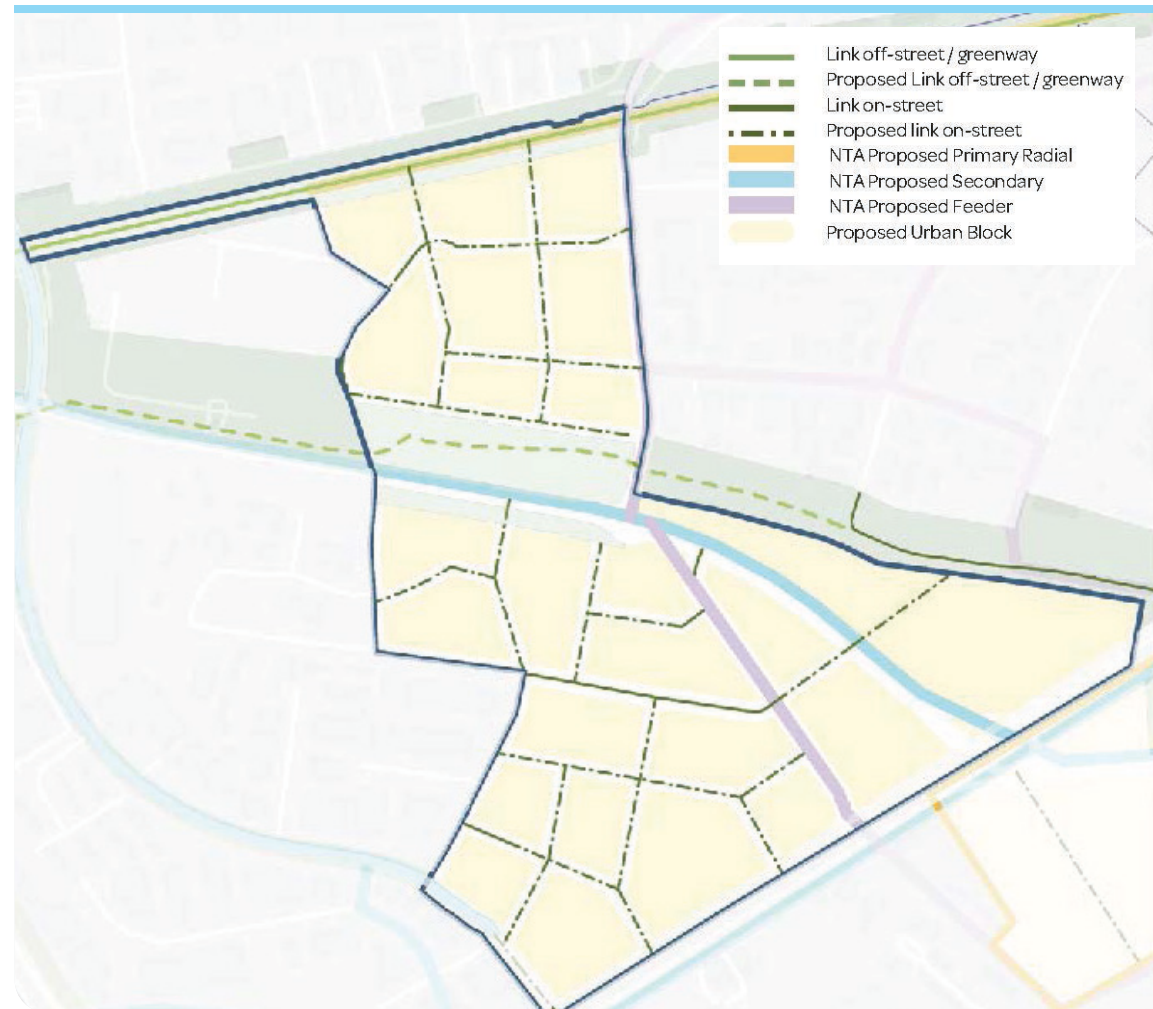


Figure 22: Cycling Network

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 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.

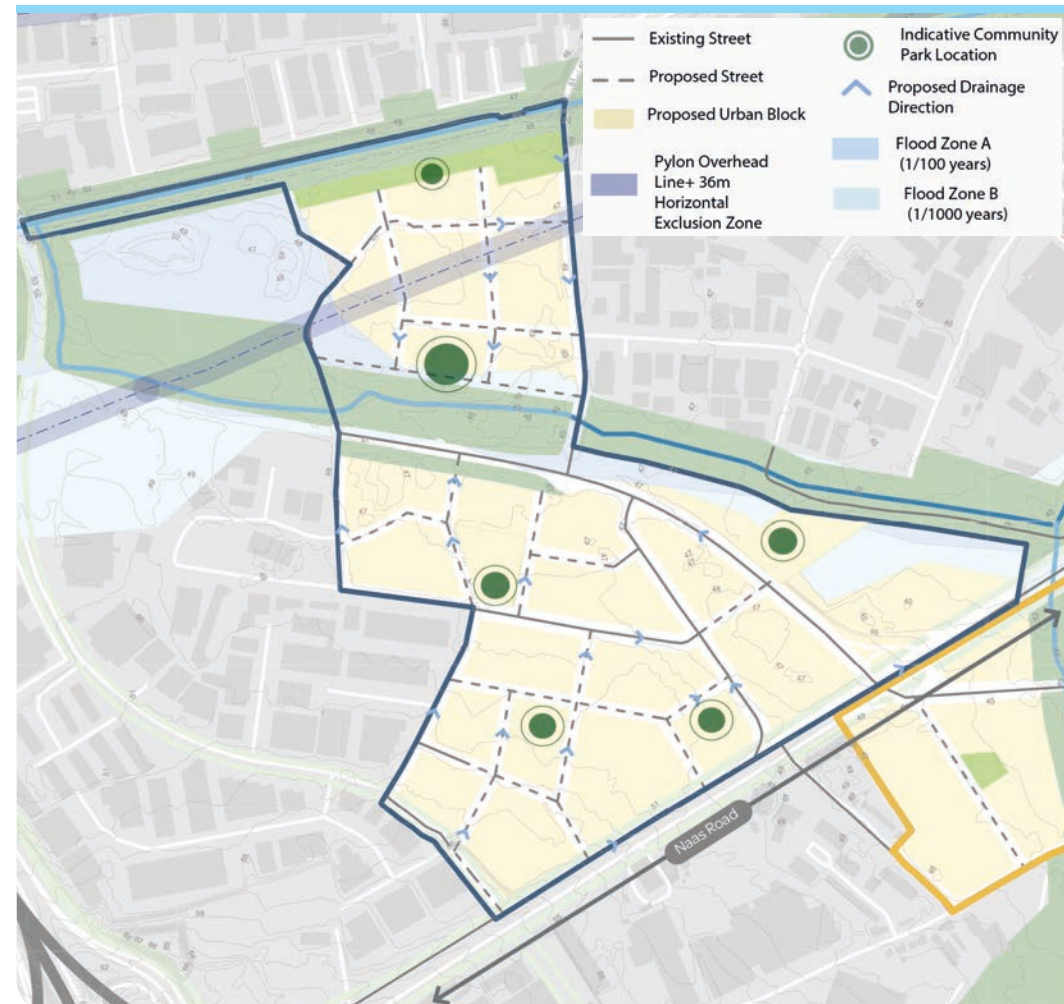


Figure 24: : Red Cow & Cherry Orchard PDA Natural Infrastructure and Sustainable Drainage.

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).

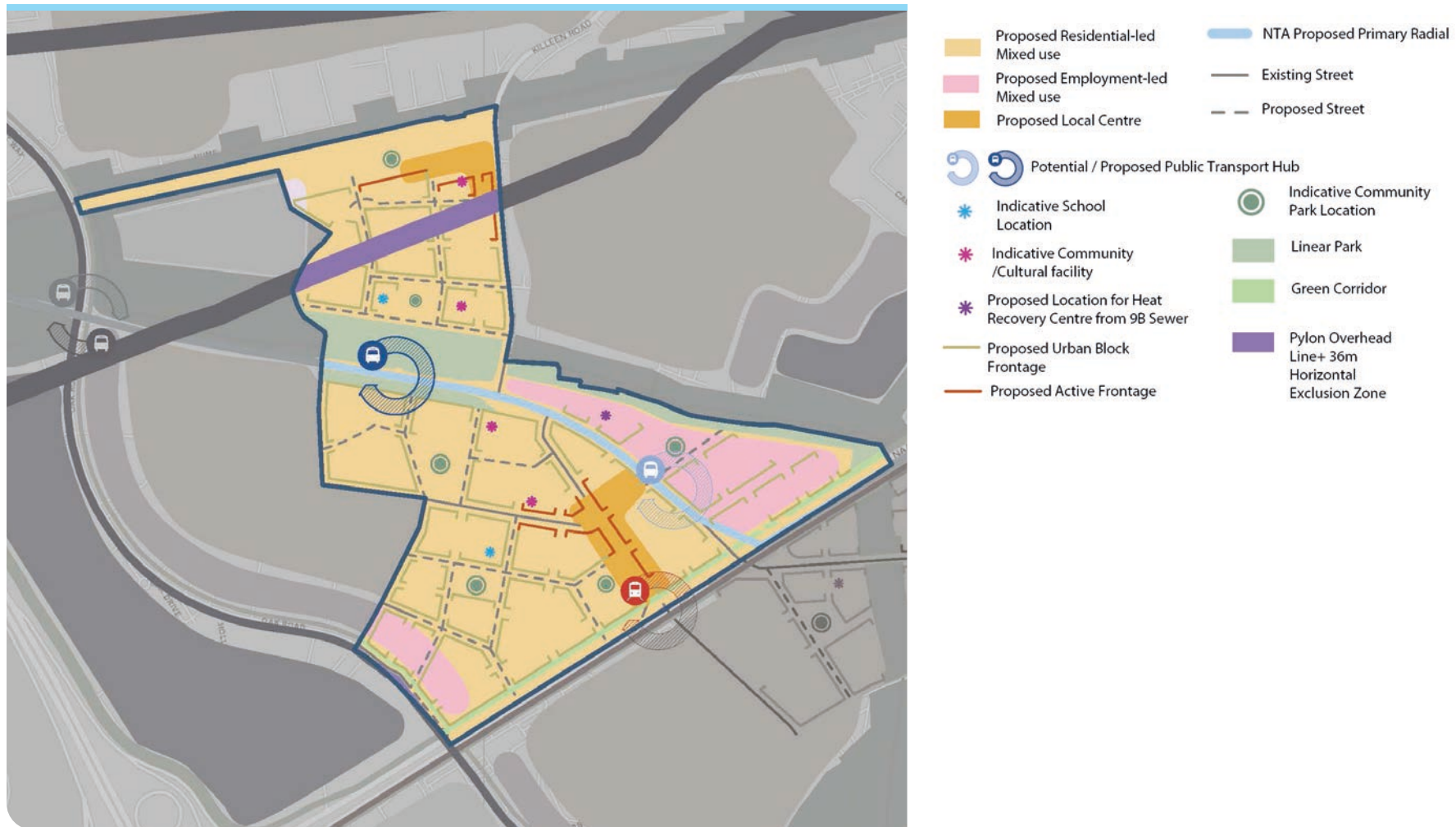


Figure 25: Layout and Structure Diagram of the Red Cow & Cherry Orchard PDA.

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.

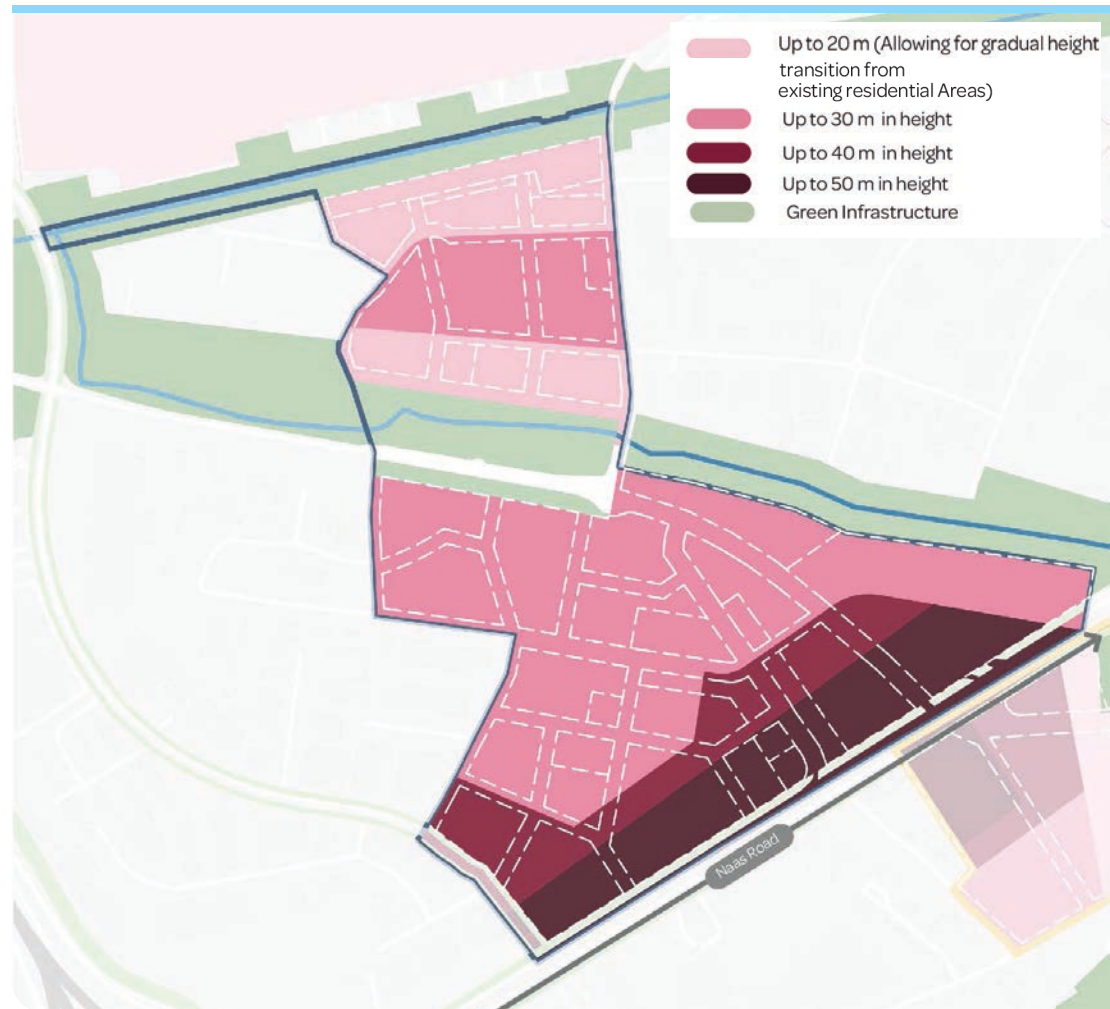


Figure 26: Building Heights Concept Diagram of the Red Cow & Cherry Orchard PDA.

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 focussed 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.

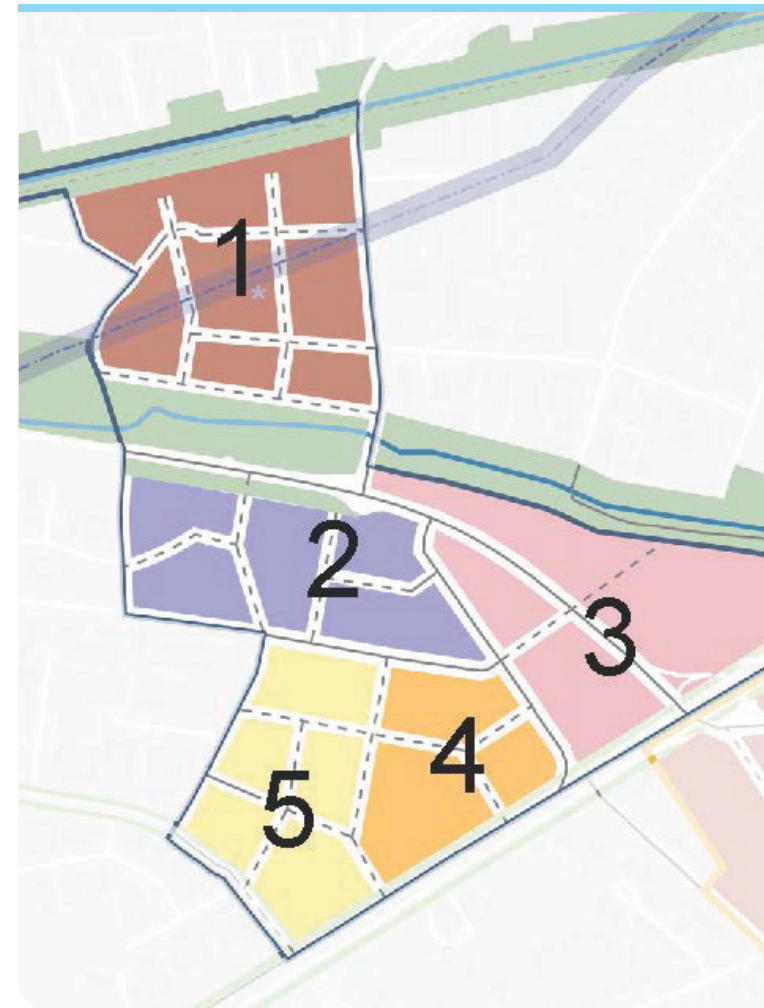


Figure 27: Neighbourhood Diagram of the Red Cow & Cherry Orchard PDA.

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
Population Target (+/- 15%) ^B		1781	1781	1781	1507	1644
Residential Units (+/- 15%)		650	650	650	550	600
Jobs (Min Target) ^C		743	743	1095	587	744
Employment Floorspace (Min. 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. Plot ratio 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 35sqm per Employee based on retail/ office/urban workspace and urban industry standards for floorspace per employee.
- D. 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
- F. Generally 0.2-2.5ha per park, providing 3.5m² per person (minimum 2m²) 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 23ha 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).



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.

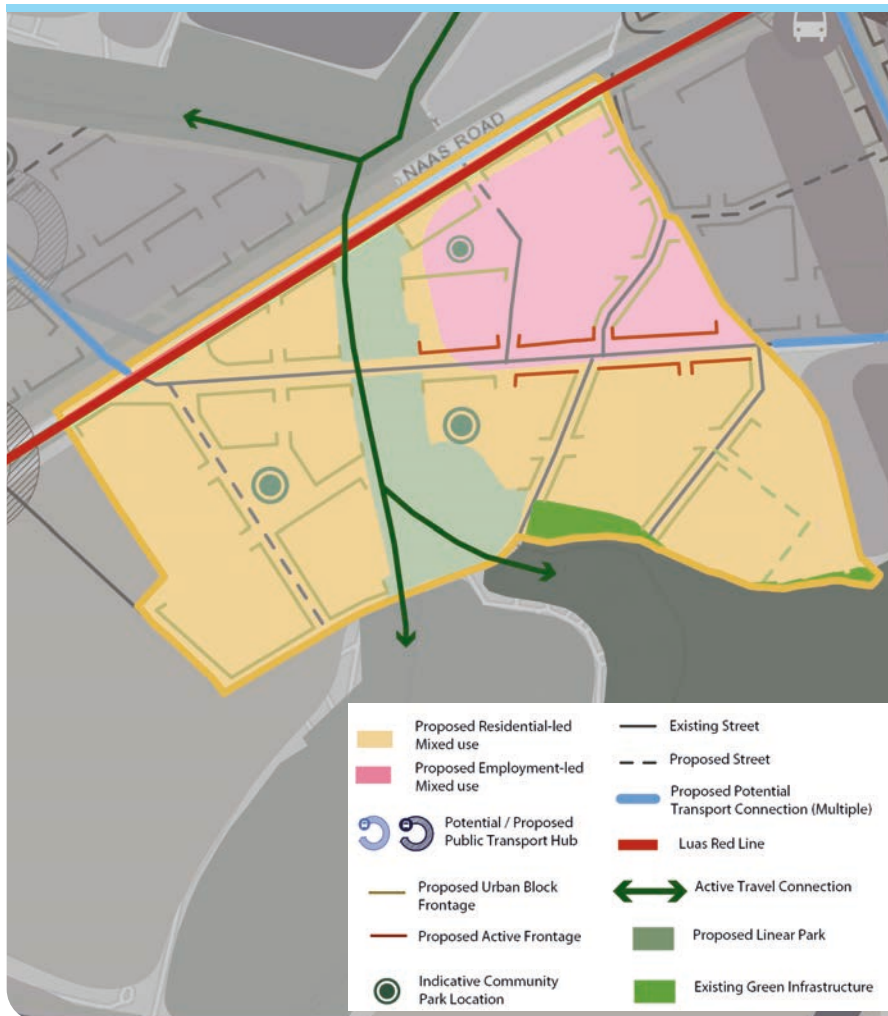


Figure 29: Long Mile PDA Opportunities Map.

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.

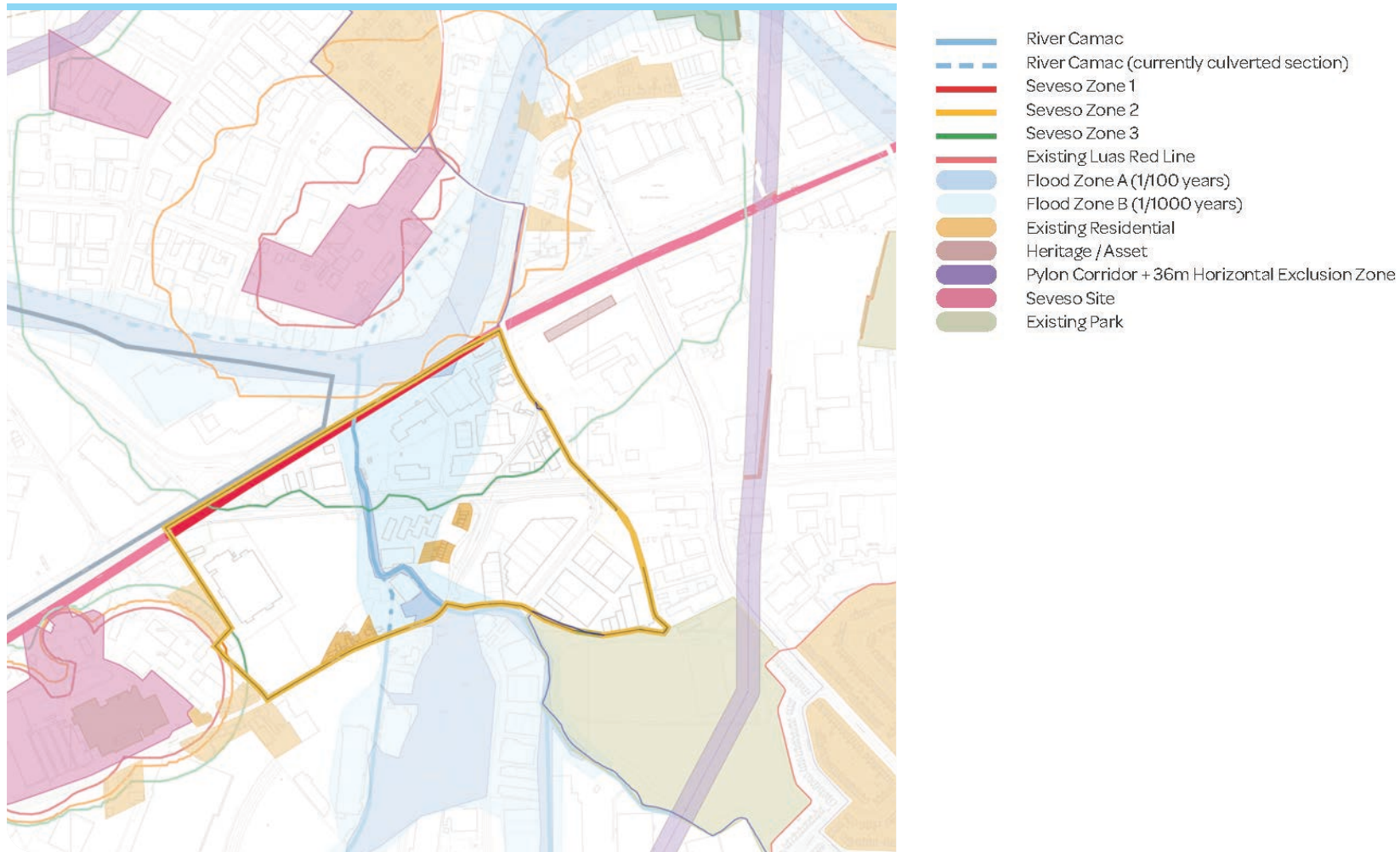


Figure 30: Constraints Diagram of the Long Mile PDA.

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

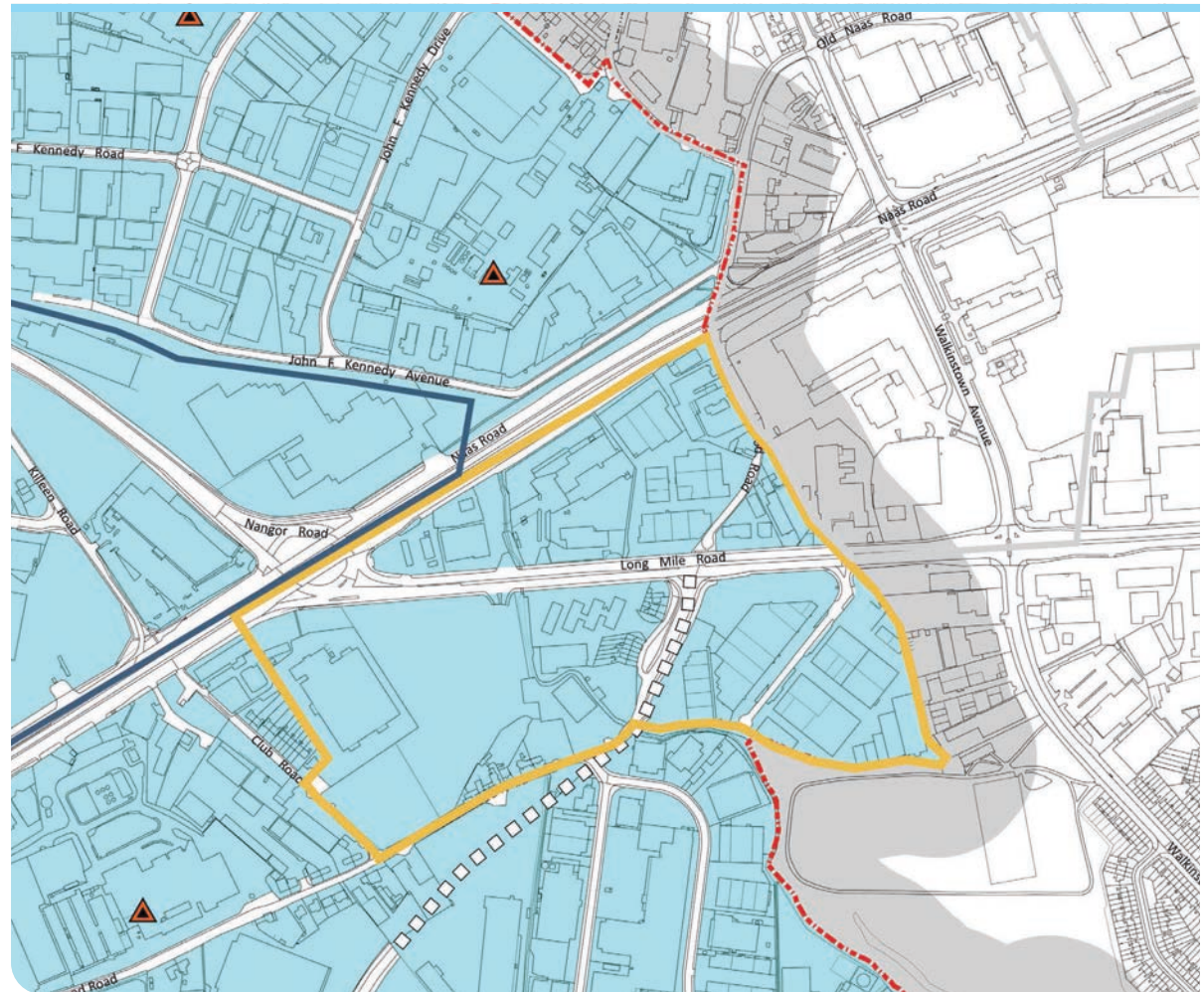


Figure 31: Extract from SDCC County Development Plan 2022-2028, with overlay of Long Mile PDA boundary.

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 4,650 people (+/- 15%). Employment floorspace target is approximately 103,000 m² and will be manifest in office and urban workspace typologies, providing circa 3,200 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 focussed 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 Floorspace Target (m ²)
23ha	4,751	1,734	2,814*	98,474

*Jobs Ration 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.

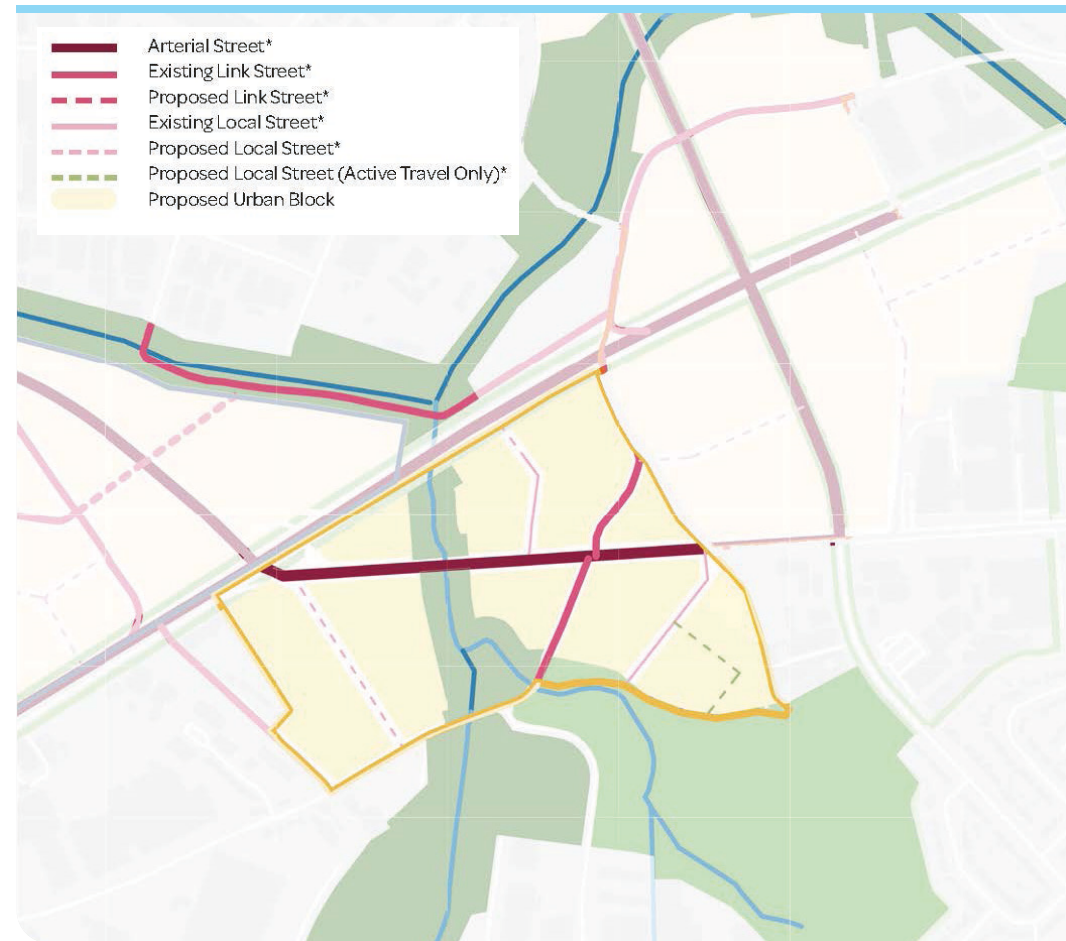


Figure 33: Street Hierarchy Diagram of Long Mile PDA.

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.

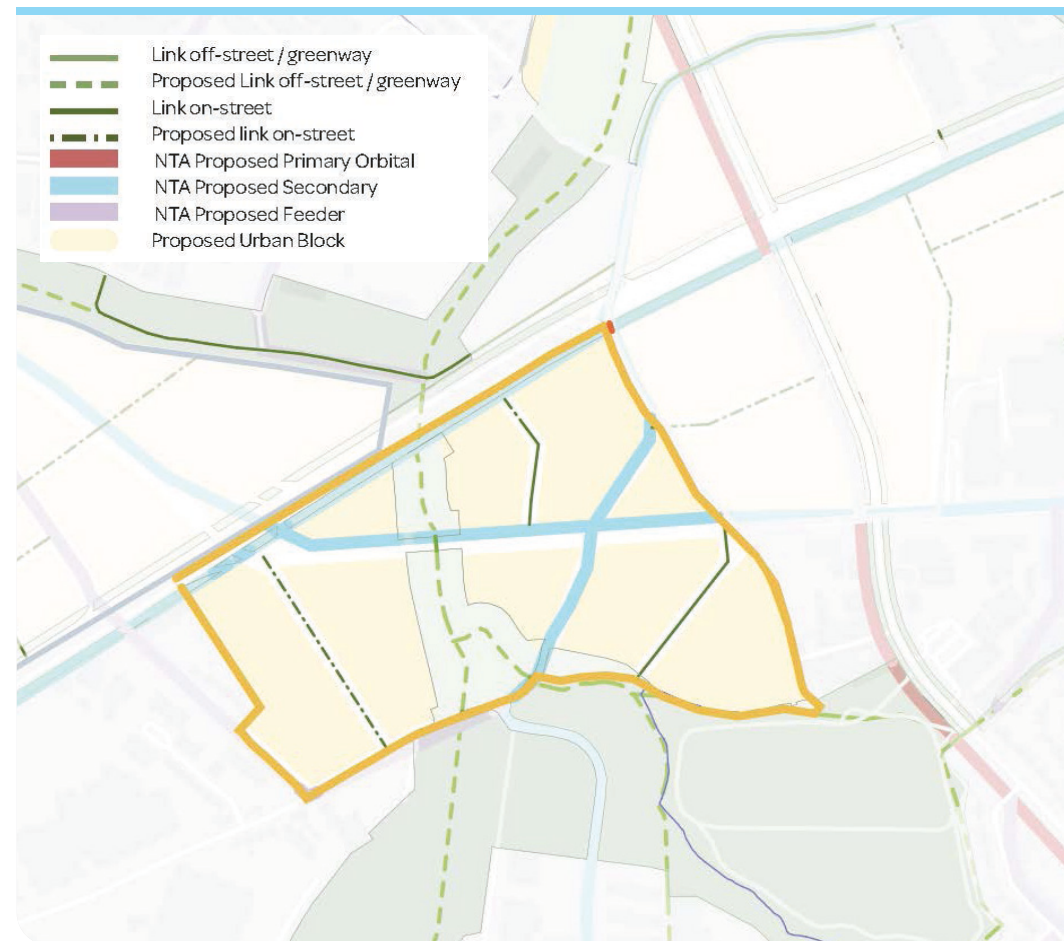


Figure 34: Cycling Network

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.

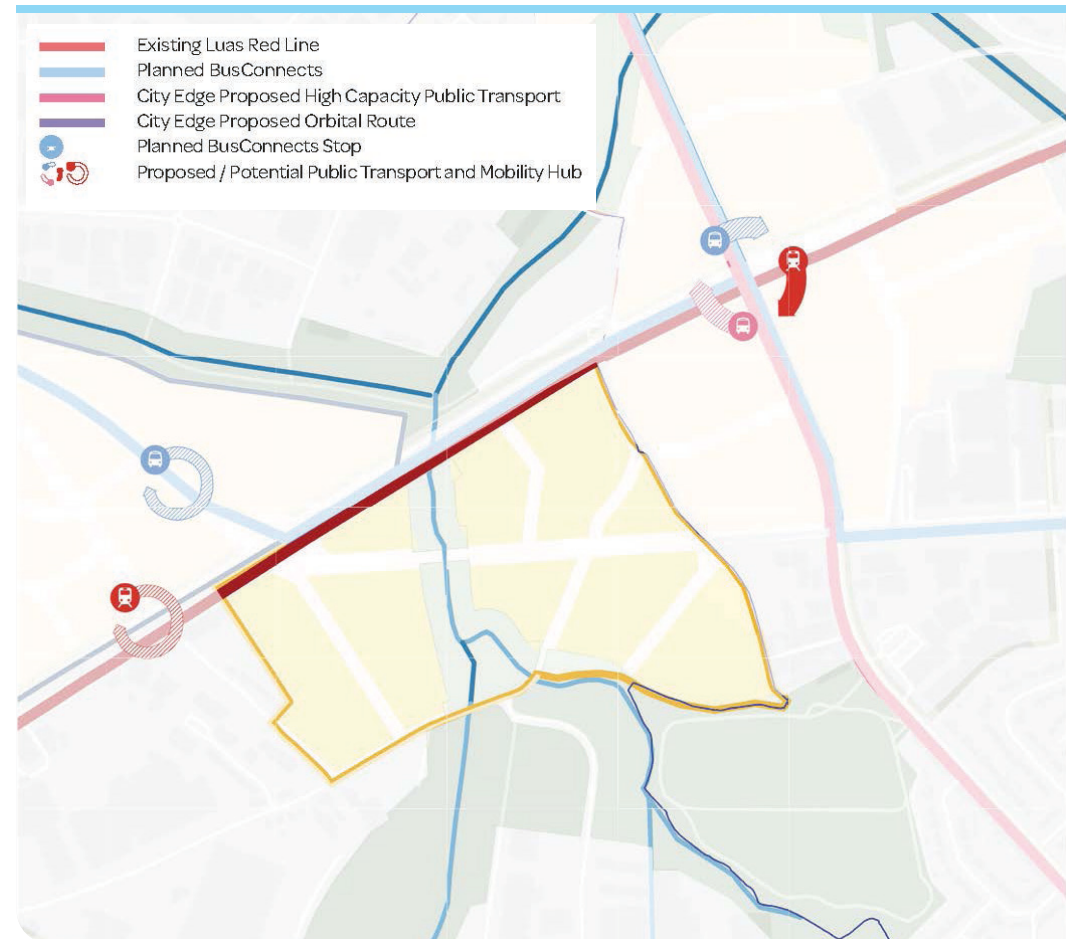


Figure 35: Mobility and Public Transport Infrastructure.

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 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 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.

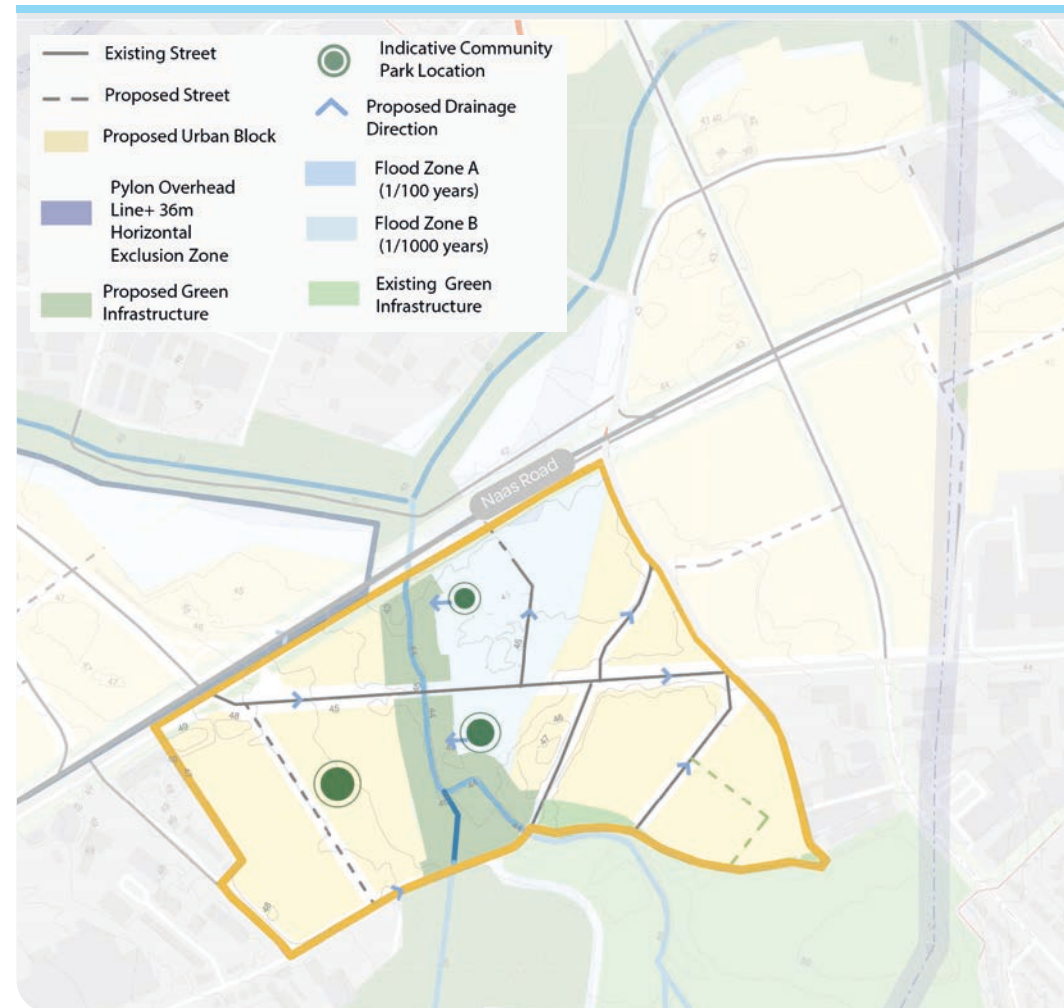


Figure 36: Long Mile PDA Natural Infrastructure and Sustainable Drainage.

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.

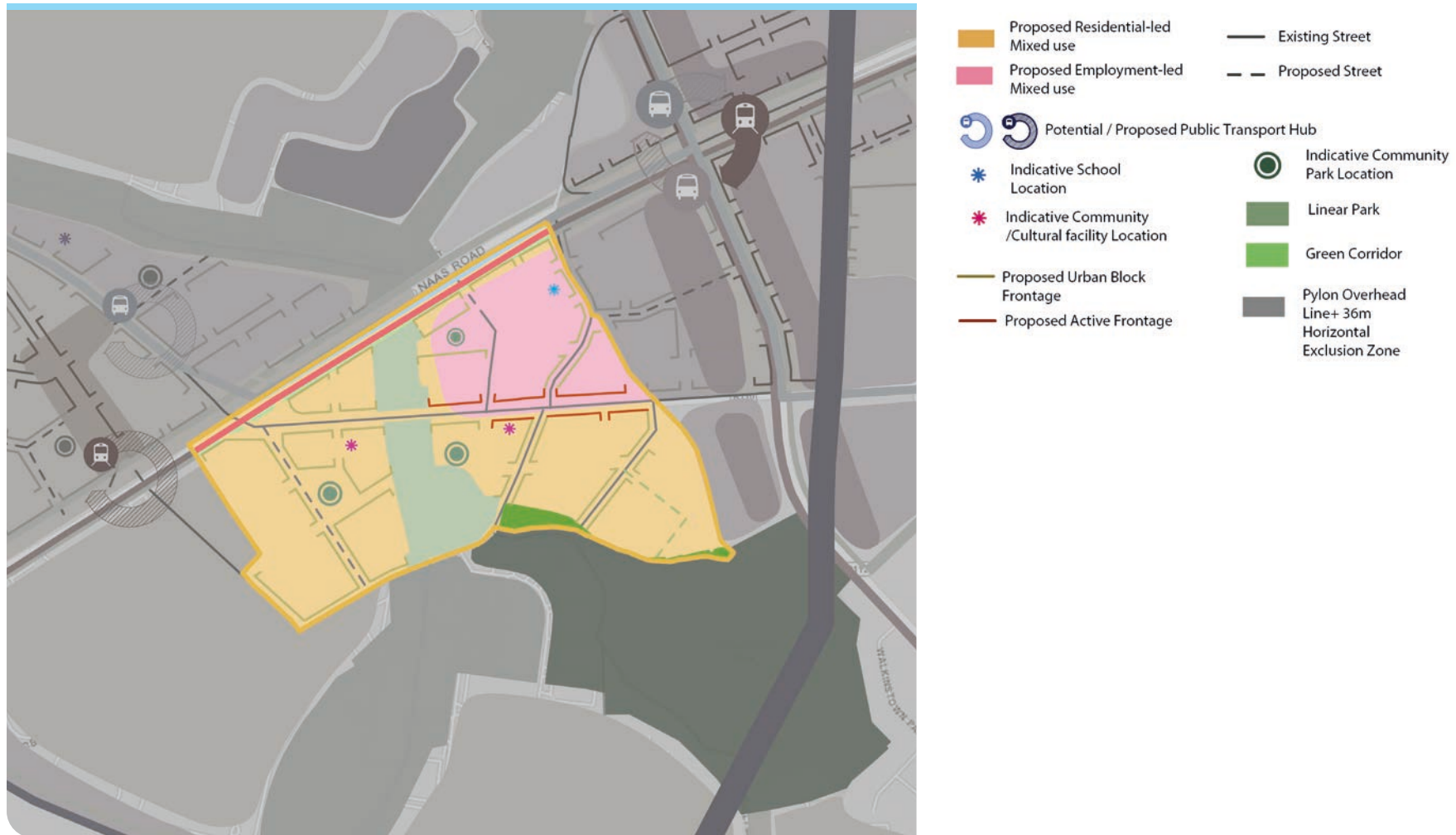


Figure 37: Layout and Structure Diagram of the Long Mile PDA.

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.

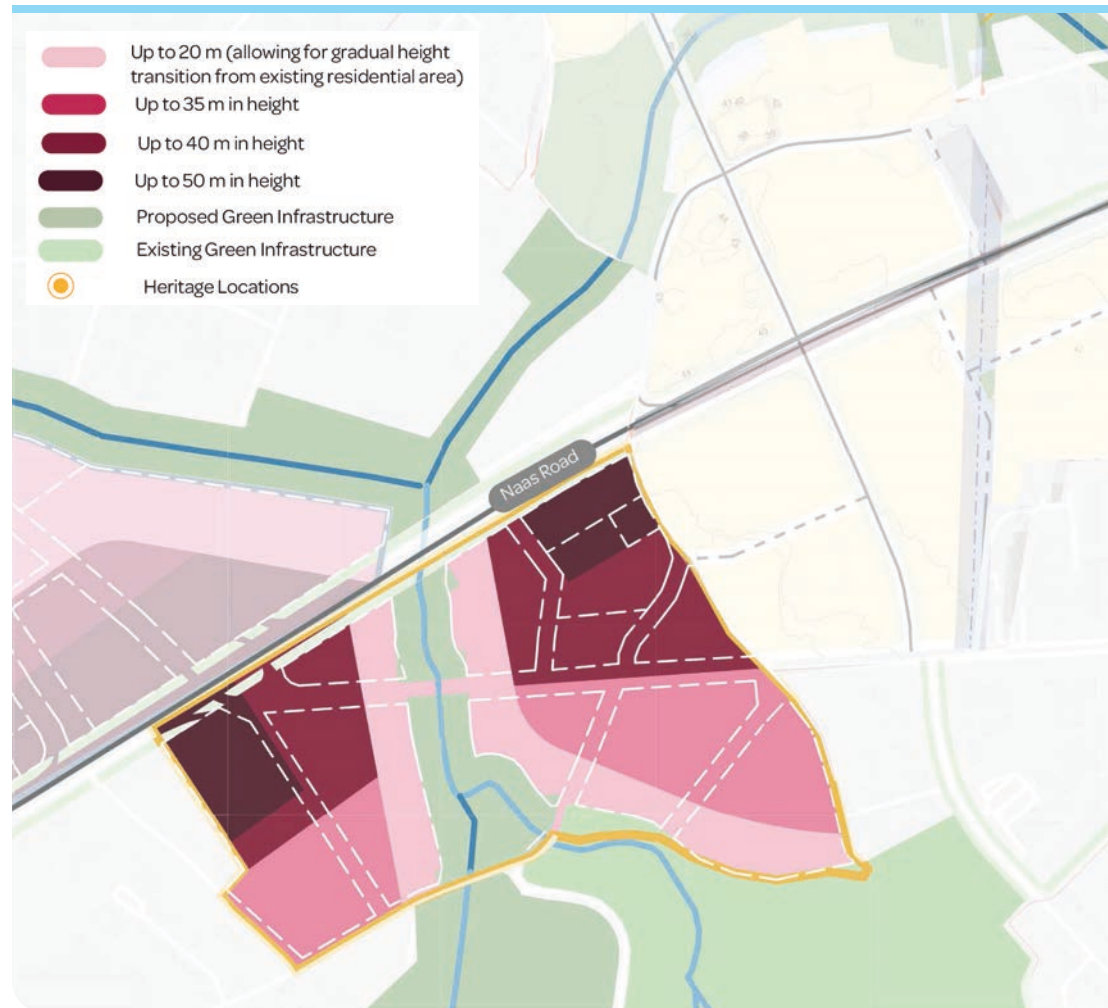


Figure 38: Building Height Concept Diagram of the Long Mile PDA.

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
Population Target (+/- 15%) ^B		2055	1096	1600
Residential Units (+/- 15%)		750	400	584
Jobs (Min Target) ^C		957	1238	619
Employment Floorspace (Min. 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. Plot ratio 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 35sqm per Employee based on retail/office/urban workspace and urban industry standards for floorspace per employee.
- D. 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
- F. Generally 0.2-2.5ha per park, providing 3.5m² per person (minimum 2m²) 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 53ha. 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.

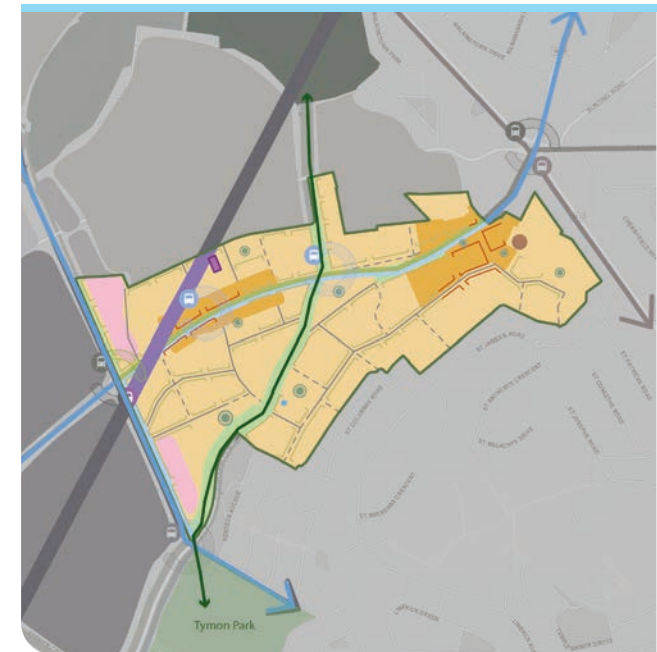


Figure 41a: Greenhills PDA Opportunities Map

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 SDCC Development Plan 2022-2028 Appendix 3B, Record of Monuments and Places (Ref DU022-002)).

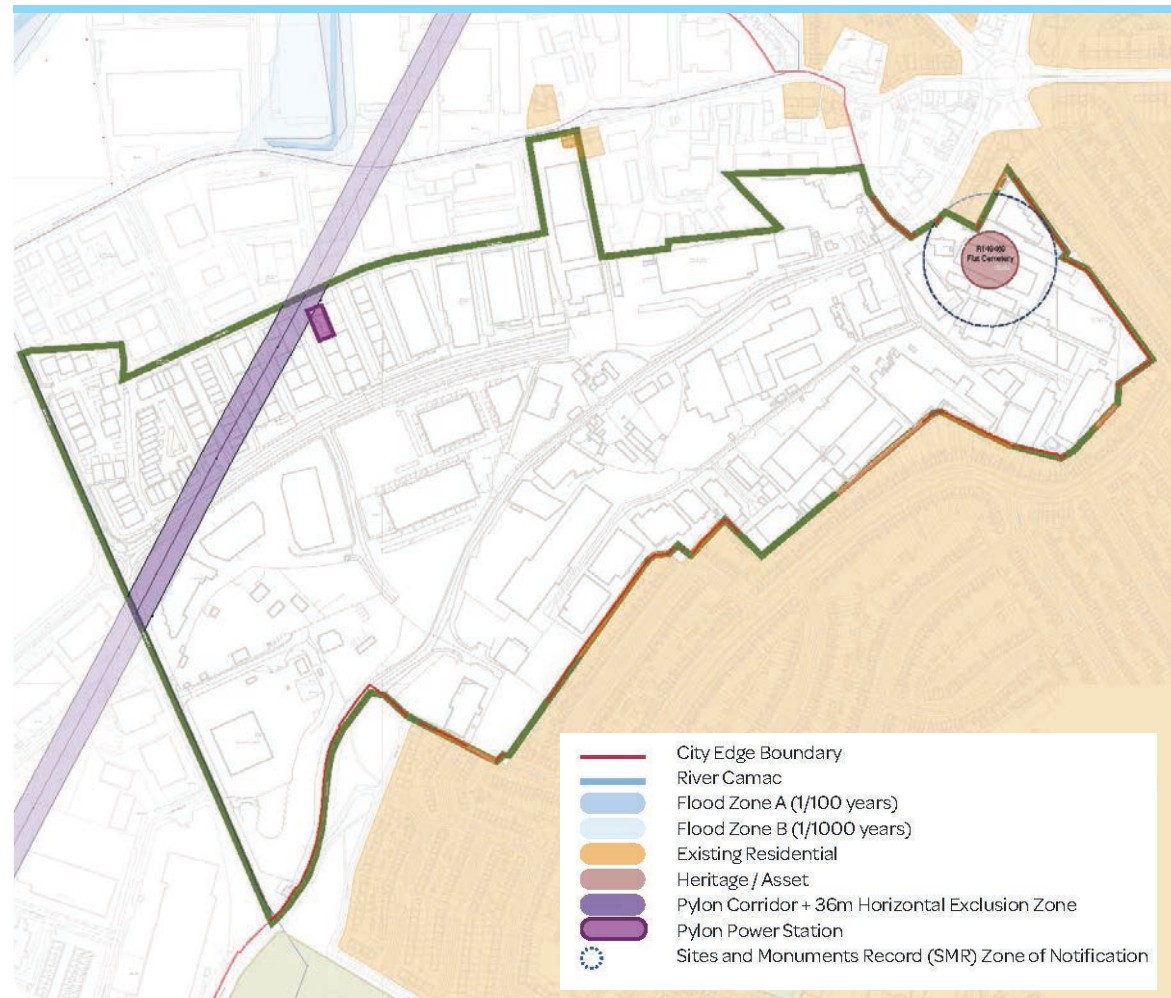


Figure 41b: Constraints Diagram of the Greenhills PDA.

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

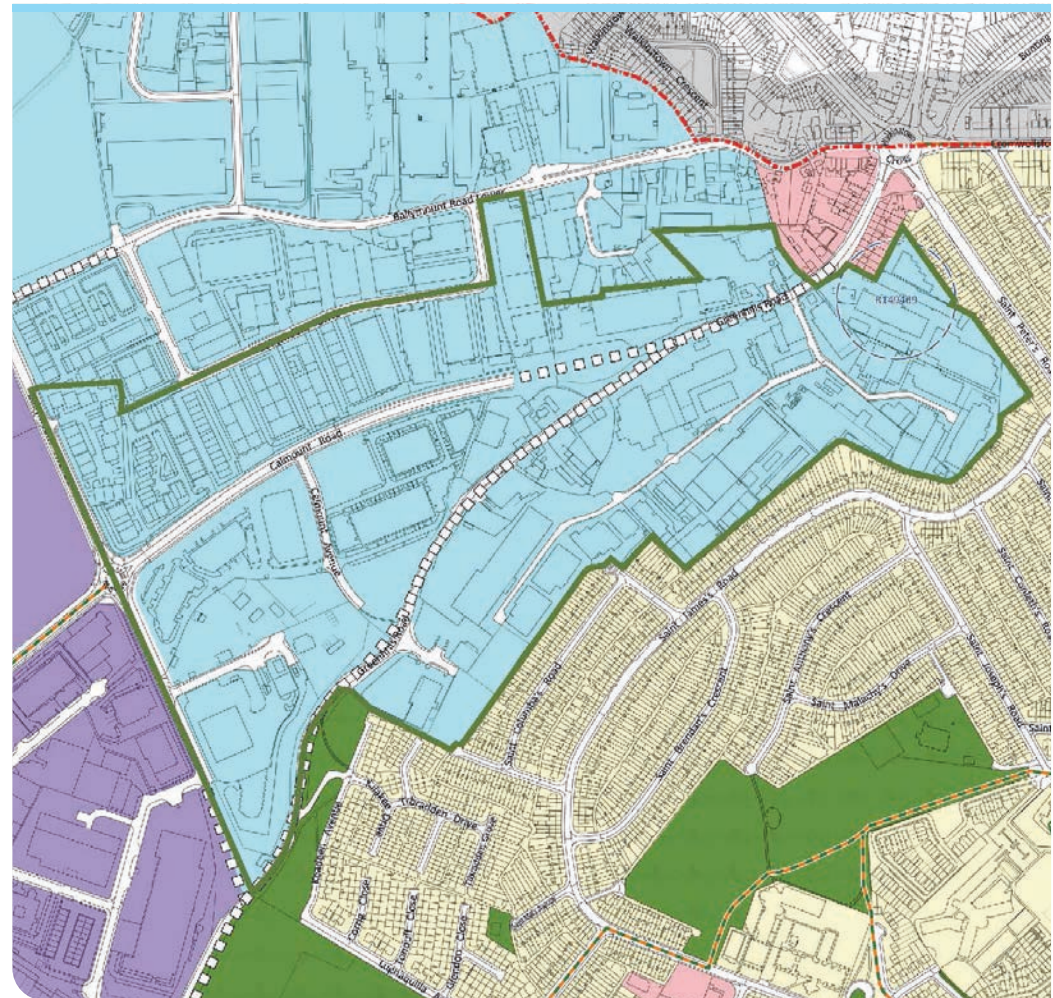


Figure 42: Extract from SDCC County Development Plan 2022-2028, with overlay of Long Mile PDA boundary.

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 121,000m² employment floorspace.

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 Floorspace Target (m ²)
53ha	11,645	4,250	5,364*	187,729

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

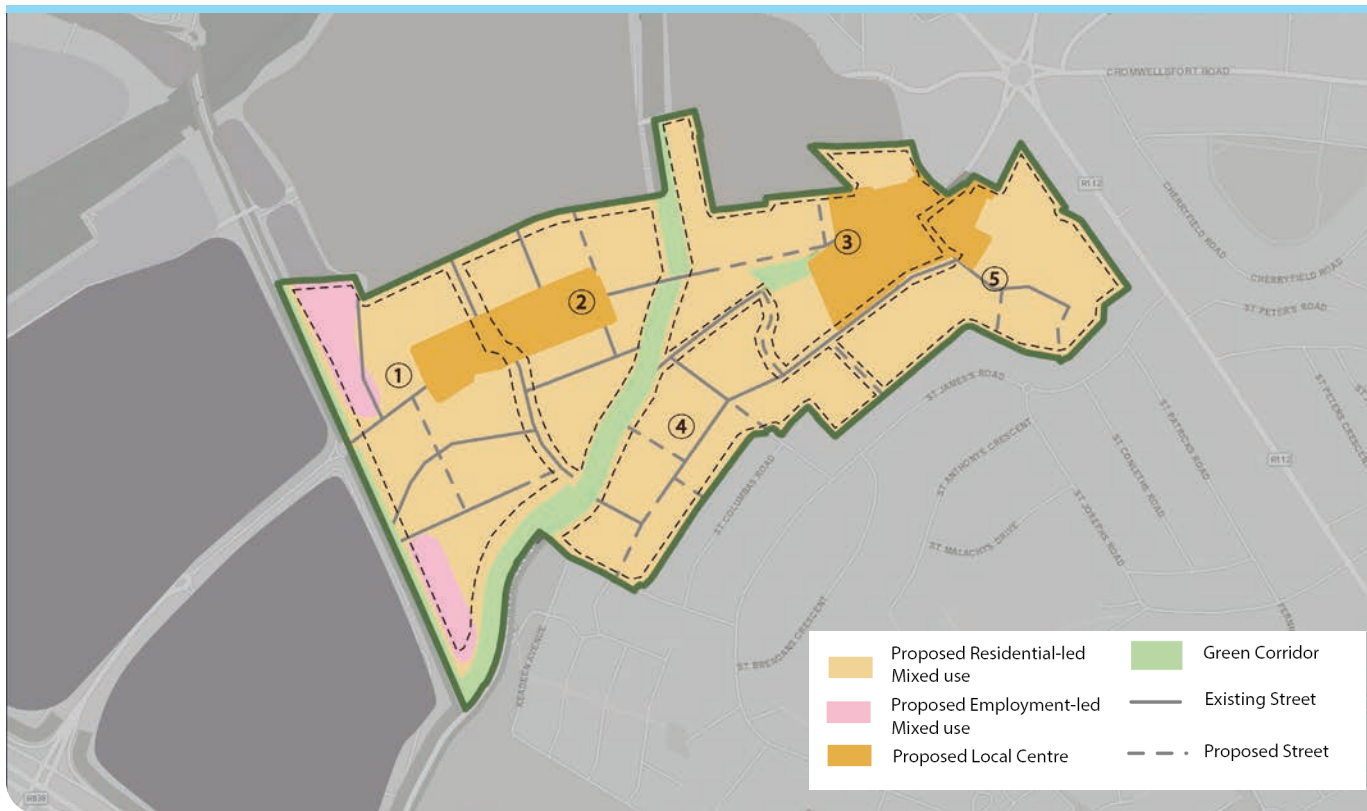


Figure 43: Greenhills PDA Indicative Land Use Map.

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.

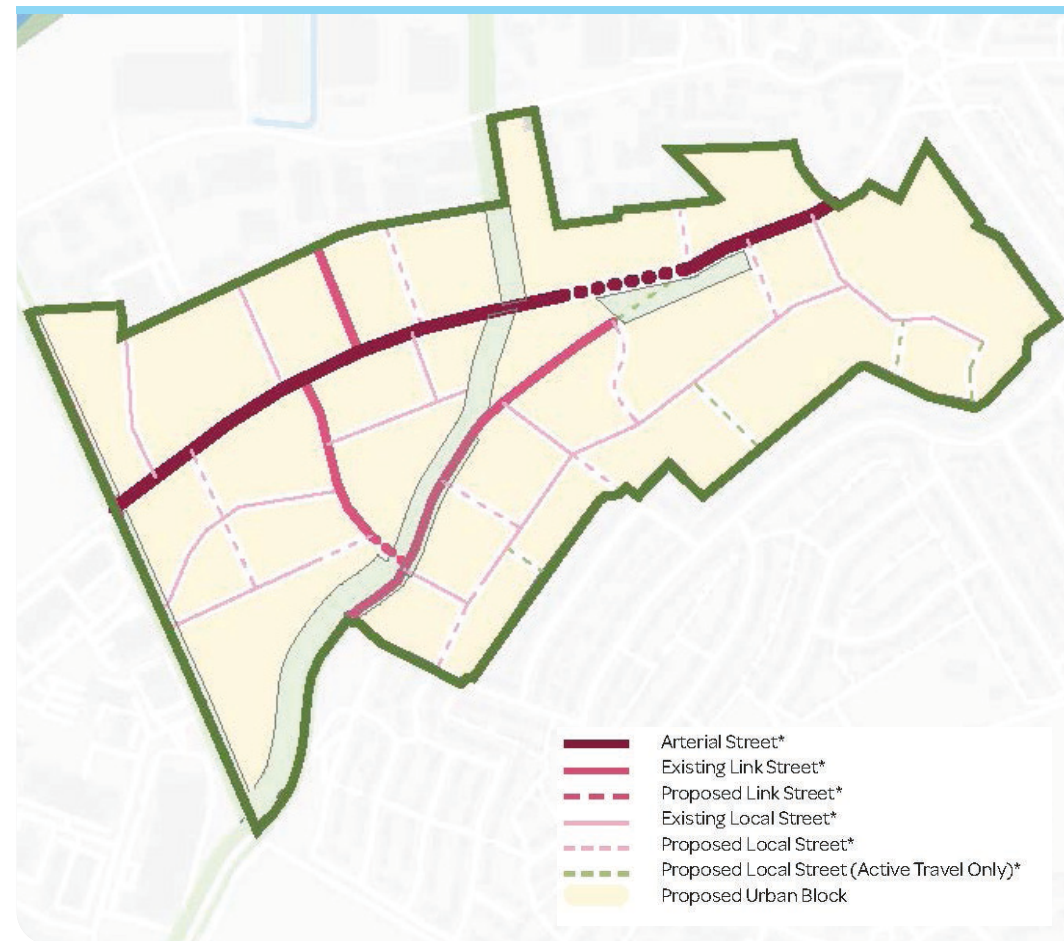


Figure 44: Street Hierarchy Diagram of the Greenhills PDA.

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.

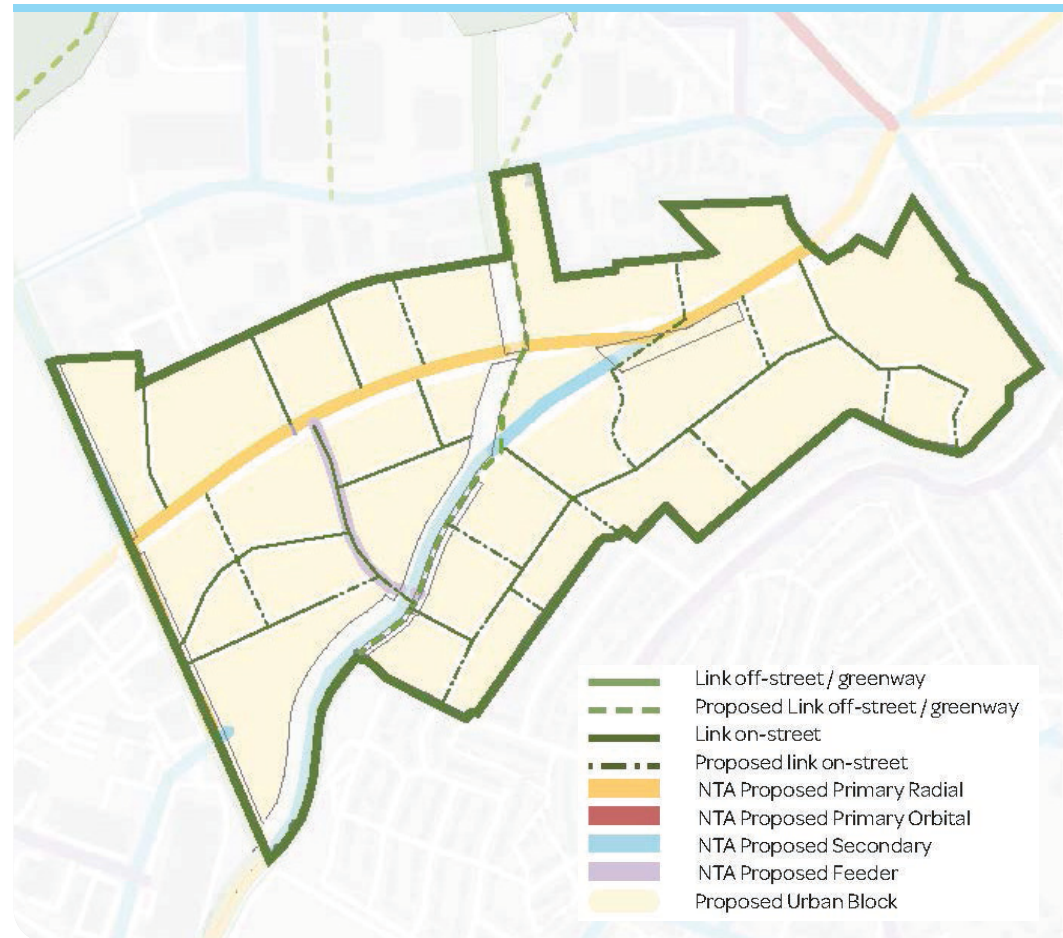


Figure 45: Cycling Network.

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 Fig. XX. 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.

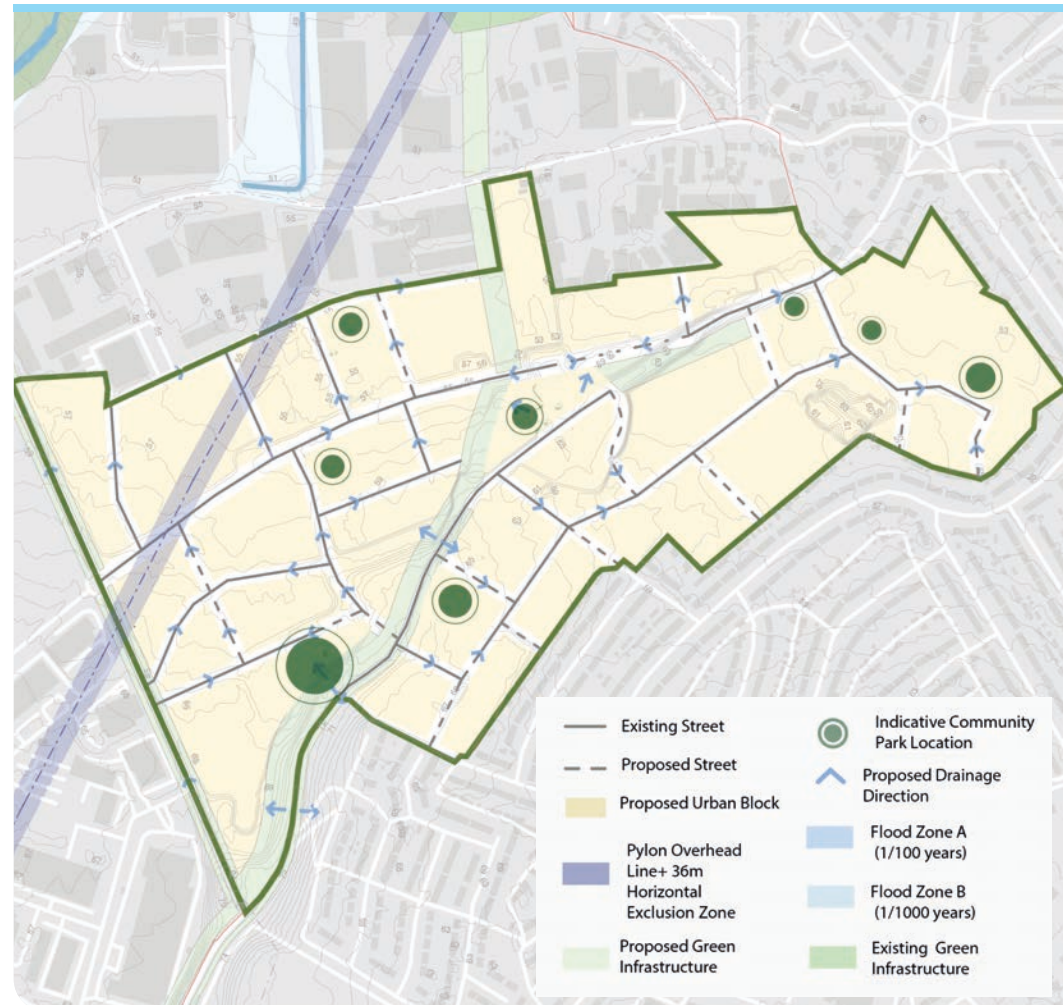


Figure 47: Greenhills PDA Natural Infrastructure and Sustainable Drainage.

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.



- Proposed Residential-led Mixed use
- Proposed Employment-led Mixed use
- Proposed Urban Block Frontage
- Proposed Active Frontage
- * Indicative School Location
- * Indicative Community /Cultural facility Location
- * Proposed Location for Heat Recovery Centre from 9B Sewer
- Proposed Local Centre
- Retained Heritage Asset
- Existing Street
- Proposed Street
- Indicative Community Park Location
- Linear Park
- Green Corridor
- Pylon Overhead Line+ 36m Horizontal Exclusion Zone
- Potential / Proposed Public Transport Hub

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.

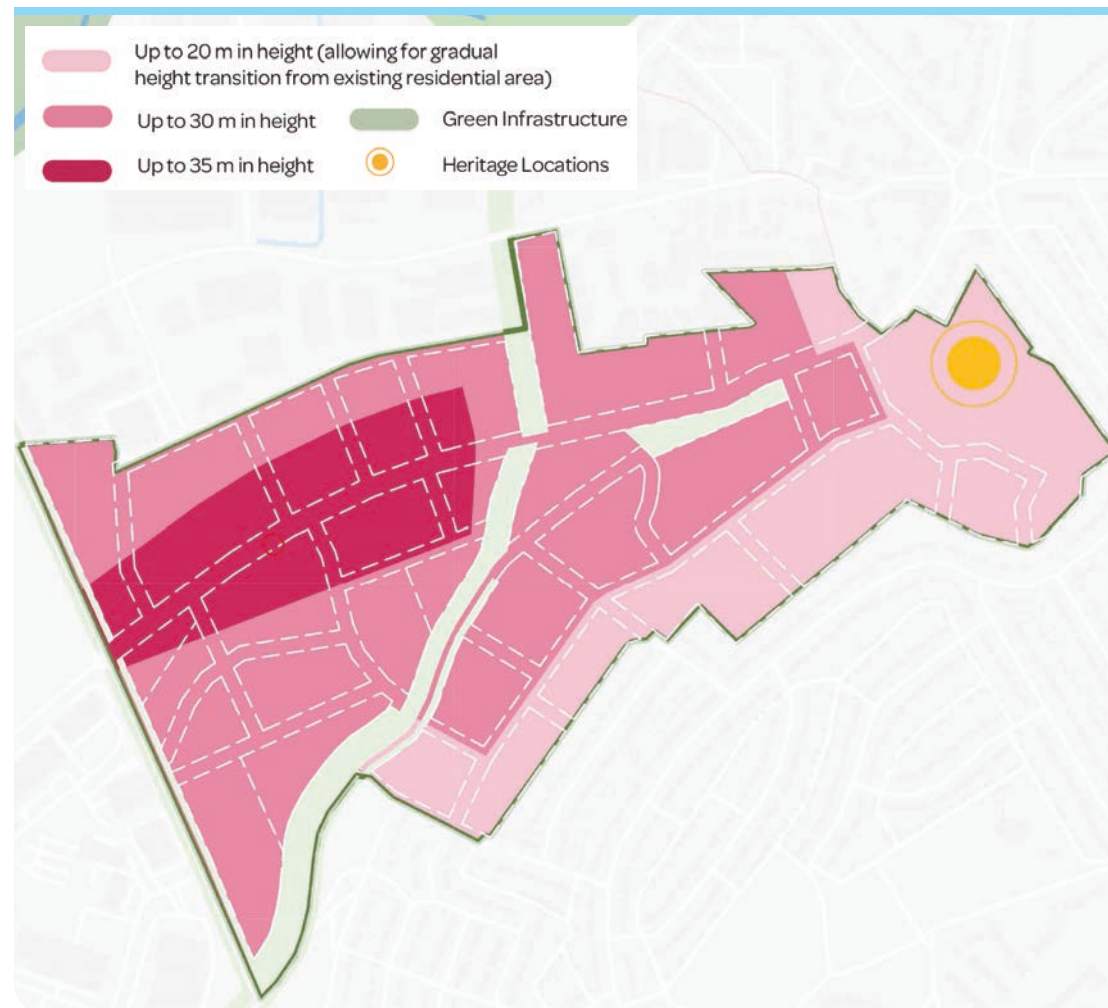


Figure 49: Building Heights Concept Diagram of the Greenhills PDA.

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 floorspace 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.

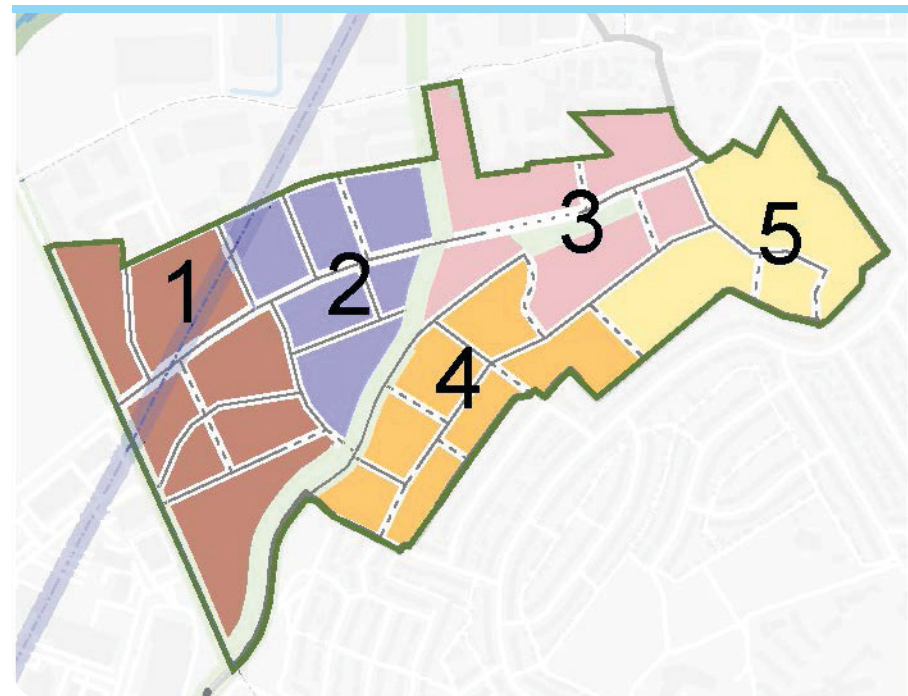


Figure 50: Neighbourhood Diagram of the Greenhills PDA.

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
Population Target (+/- 15%) ^B		4110	1918	1781	2055	1781
Residential Units (+/- 15%)		1500	700	650	750	650
Jobs (Min Target) ^C		2897	697	1287	322	161
Employment Floorspace (Min. 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. Plot ratio 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 35sqm per Employee based on retail/ office/urban workspace and urban industry standards for floorspace per employee.
- D. 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
- F. Generally 0.2-2.5ha per park, providing 3.5m² per person (minimum 2m²) with a total area proportionate to the quantum of residential