



4

IMPLEMENTATION



4.1 PHASING STRATEGY

The 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 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 (focussed 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 Priority Development Area, 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 floorspace 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 floorspace. 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 floorspace and employment floorspace.

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

PDA	Residential Capacity (Number of Units) +/-15%	Residential Floorspace (m ²) +/-15%	Employment Floorspace 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 floorspace 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 floorspace delivery and are phased in accordance with the construction of such units and/or floorspace.

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 Longmile PDAs forming one route and shall be capped at a maximum Residential Occupation of 1200 units during construction across the two PDAs. Occupation of 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 2,600 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 2,125 units shall be subject to agreement and based on the timeline for the delivery and operation of the Bus Connects Route. Total 3,188 Units.
	Operational	3188		
Dart Services	Not Linked to the delivery of Residential/Employment Floorspace 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 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. 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 such a strategy being developed for each PDA area, applications will be required include a surface water/rainwater management plan at the Neighbourhood 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. (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 m² assumed for calculations.
3. The employment floorspace 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 Floorspace 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	0-89,900m ² (0-775 residential units)	Up to 25% (0 to 34,233m ²)	<p>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.</p> <p>Luas Stop: Planning and design complete.</p> <p>Active Travel: Provision of local pedestrian / cycle links in areas where construction takes place.</p> <p>Local Mobility Hubs: Provision of mobility hub where development takes place in line with Policy MOV3.</p> <p>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).</p> <p>Community Infrastructure: Planning permission for community floorspace (including space for arts and culture).</p> <p>Childcare: Provision of a minimum 700sqm floorspace 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).</p> <p>Schools: Agree need with Department of Education and Youth and transfer a school site, if required).</p> <p>Local Centres: Construction of pro-rata quantum of retail to residential occupation.</p> <p>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.</p>

Phase	Residential Units Constructed and Occupied	Employment Floorspace Delivered	Minimum Delivery in Phase
2	0-89,900 m ² (0-775 residential units)	Up to 25% (0 to 34,233m ²)	<p>Community Park: Design and construction of a community parks on a pro rate basis as identified on the layout and structure maps or proximate to development totalling 7,250sqm.</p> <p>Green and Blue Infrastructure: Design and construction of SuDS for all developments.</p> <p>Utilities: Provision of local interventions to free up foul capacity on a case-by-case basis.</p> <p>Energy: Future-proof all residential development and potential major heat users to connect into future district heating system.</p>
3	89,900 - 269,700 m ² (775 - 2,325 residential units)	25% - 75% (34,233 - 102,699m ²)	<p>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.</p> <p>Active Travel: Provision of local pedestrian / cycle links in areas where construction takes place.</p> <p>Luas Stop: Construction commenced with timeline for delivery provided.</p> <p>Local Mobility Hubs: Provision of mobility hub where development takes place in line with Policy MOV3.</p> <p>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).</p> <p>Community Infrastructure: Construction of community floorspace (including space for arts and culture).</p> <p>Childcare: Provision of a minimum of 1400sqm floorspace 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).</p> <p>Schools: Agree need with Department of Education and Youth and transfer a school site, if required).</p>

Phase	Residential Units Constructed and Occupied	Employment Floorspace Delivered	Minimum Delivery in Phase
3	89,900 - 269,700 m ² (775 - 2,325 residential units)	25% - 75% (34,233 - 102,699m ²)	<p>Local Centres: Construction of pro-rata quantum of retail to residential occupation.</p> <p>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.</p> <p>Community Park: Design and construction of a community parks on a pro rate basis as identified on the layout and structure maps or proximate to development totalling 14,500sqm in addition to phase 2 requirements.</p> <p>Green and Blue Infrastructure: Design and construction of SuDS for all developments.</p> <p>Utilities: Provision of local interventions to free up foul capacity on a case-by-case basis.</p> <p>Energy: Future-proof all residential development and potential major heat users to connect into future district heating system.</p>
4	269,700 - 359,600m ² (2,325 - 3,100 residential units)	75% - 100% (102,699 - 136,932m ²)	<p>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.</p> <p>Active Travel: Provision of local pedestrian / cycle links in areas where construction takes place.</p> <p>Local Mobility Hubs: Provision of mobility hub where development takes place.</p> <p>Parking: Provision of on-site and / or on-street parking and / or shared parking buildings, as appropriate.</p> <p>Community Infrastructure: Operation of community floorspace (including space for arts and culture).</p> <p>Childcare: Provision of a minimum of 700sqm childcare floorspace 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).</p>

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

Table 23: Longmile PDA - Local Phasing Strategy.

Phase	Residential Units Constructed and Occupied	Employment Floorspace 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 - 50,286m ² (0 - 433 residential units)	Up to 25% (0 to 24,618m ²)	<p>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.</p> <p>Active Travel: Provision of local pedestrian / cycle links in areas where construction takes place.</p> <p>Local Mobility Hubs: Provision of mobility hub where development takes place in line with Policy MOV3.</p> <p>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).</p> <p>Community Infrastructure: Planning permission for community floorspace (including space for arts and culture).</p> <p>Childcare: Provision of a minimum of 400sqm floorspace 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).</p> <p>Schools: Agree need with Department of Education and Youth and transfer a school site, if required).</p> <p>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.</p>

Phase	Residential Units Constructed and Occupied	Employment Floorspace Delivered	Minimum Delivery in Phase
2	0-50,286m ² (0 - 433 residential units)	Up to 25% (0 to 24,618m ²)	<p>Community Park: Design and construction of a community parks on a pro rate basis as identified on the layout and structure maps or proximate to development totalling 4,000sqm.</p> <p>Green and Blue Infrastructure: Design and construction of SuDS for all developments.</p> <p>Utilities: Provision of local interventions to free up foul capacity on a case-by-case basis.</p> <p>Energy: Future-proof all residential development and potential major heat users to connect into future district heating system.</p>
3	50,286 - 150,858m ² (433 - 1,300 residential units)	25% - 75% (24,618 - 73,855m ²)	<p>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.</p> <p>Active Travel: Provision of local pedestrian / cycle links in areas where construction takes place.</p> <p>Local Mobility Hubs: Provision of mobility hub where development takes place in line with Policy MOV3.</p> <p>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).</p> <p>Community Infrastructure: Construction of community floorspace (including space for arts and culture).</p> <p>Childcare: Provision of a minimum of 800sqm floorspace 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).</p> <p>Schools: Agree need with Department of Education and Youth and transfer a school site, if required).</p>

Phase	Residential Units Constructed and Occupied	Employment Floorspace Delivered	Minimum Delivery in Phase
3	50,286 - 150,858m ² (433 - 1,300 residential units)	25% - 75% (24,618 - 73,855m ²)	<p>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.</p> <p>Community Park: Design and construction of a community parks on a pro rate basis as identified on the layout and structure maps or proximate to development totalling 8,000sqm in addition to phase 2.</p> <p>Green and Blue Infrastructure: Design and construction of SuDS for all developments.</p> <p>Utilities: Provision of local interventions to free up foul capacity on a case-by-case basis.</p> <p>Energy: Future-proof all residential development and potential major heat users to connect into future district heating system.</p>
4	150,858 - 201,144m ² (1,300 - 1,734 residential units)	75% - 100% (73,855 - 98,474m ²)	<p>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.</p> <p>Active Travel: Provision of local pedestrian / cycle links in areas where construction takes place.</p> <p>Local Mobility Hubs: Provision of mobility hub where development takes place.</p> <p>Parking: Provision of on-site and / or on-street parking and / or shared parking buildings, as appropriate.</p> <p>Community Infrastructure: Operation of community floorspace (including space for arts and culture).</p> <p>Childcare: Provision of a minimum of 400sqm childcare floorspace 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).</p> <p>Schools: Agree need with Department of Education and Youth and transfer a school site, if required).</p>

Phase	Residential Units Constructed and Occupied	Employment Floorspace Delivered	Minimum Delivery in Phase
4	150,858 - 201,144m ² (1,300 - 1,734 residential units)	75% - 100% (73,855 - 98,474m ²)	<p>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.</p> <p>Community Park: Design and construction of a community parks on a pro rate basis as identified on the layout and structure maps or proximate to development totalling 4,000sqm in addition to phases 2 and 3.</p> <p>Green and Blue Infrastructure: Design and construction of SuDS for all developments.</p> <p>Utilities: Provision of local interventions to free up foul capacity on a case-by-case basis.</p> <p>Energy: Future-proof all residential development and potential major heat users to connect into future district heating system.</p>

Table 24: Greenhills PDA - Local Phasing Strategy.

Phase	Residential Units Constructed and Occupied	Employment Floorspace 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 to 46,932m ²)	<p>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.</p> <p>Road Construction: Construction of the Calmount Road Link Street</p> <p>Active Travel: Provision of local pedestrian / cycle links in areas where construction takes place.</p> <p>Local Mobility Hubs: Provision of mobility hub where development takes place in line with Policy MOV3.</p> <p>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).</p> <p>Community Infrastructure: Planning permission for community floorspace (including space for arts and culture).</p> <p>Childcare: Provision of a minimum 960sqm floorspace 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).</p> <p>Schools: Agree need with Department of Education and Youth and transfer a school site, if required).</p> <p>Local Centres: Construction of pro-rata quantum of retail to residential occupation.</p> <p>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.</p>

Phase	Residential Units Constructed and Occupied	Employment Floorspace Delivered	Minimum Delivery in Phase
2	0 -123,250 m ² (0 - 1063 residential units)	Up to 25% (0 to 46,932m ²)	<p>Community Park: Design and construction of a community parks on a pro rate basis as identified on the layout and structure maps or proximate to development totalling 10,000sqm.</p> <p>Green and Blue Infrastructure: Design and construction of SuDS for all developments.</p> <p>Utilities: Provision of local interventions to free up foul capacity on a case-by-case basis.</p> <p>Energy: Future-proof all residential development and potential major heat users to connect into future district heating system.</p>
3	123,250 - 369,750m ² (1063 - 3,188 residential units)	25% - 75% (46,932 - 140,797m ²)	<p>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.</p> <p>Active Travel: Provision of local pedestrian / cycle links in areas where construction takes place.</p> <p>Local Mobility Hubs: Provision of mobility hub where development takes place in line with Policy MOV3.</p> <p>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).</p> <p>Community Infrastructure: Construction of community floorspace (including space for arts and culture).</p> <p>Childcare: Provision of a minimum 1920sqm floorspace 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).</p> <p>Schools: Agree need with Department of Education and Youth and transfer a school site, if required).</p> <p>Local Centres: Construction of pro-rata quantum of retail to residential occupation.</p>

Phase	Residential Units Constructed and Occupied	Employment Floorspace Delivered	Minimum Delivery in Phase
3	123,250 - 369,750m ² (1063 - 3,188 residential units)	25% - 75% (46,932 - 140,797m ²)	<p>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.</p> <p>Community Park: Design and construction of a community parks on a pro rate basis as identified on the layout and structure maps or proximate to development totalling 20,000sqm in addition to phase 2.</p> <p>Green and Blue Infrastructure: Design and construction of SuDS for all developments.</p> <p>Utilities: Provision of local interventions to free up foul capacity on a case-by-case basis.</p> <p>Energy: Future-proof all residential development and potential major heat users to connect into future district heating system.</p>
4	369,750 - 493,000m ² (3,188-4,250 residential units)	75% - 100% (140,797 - 187,729m ²)	<p>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.</p> <p>Active Travel: Provision of local pedestrian / cycle links in areas where construction takes place.</p> <p>Local Mobility Hubs: Provision of mobility hub where development takes place.</p> <p>Parking: Provision of on-site and / or on-street parking and / or shared parking buildings, as appropriate.</p> <p>Community Infrastructure: Operation of community floorspace (including space for arts and culture).</p> <p>Childcare: Provision of a minimum of 960sqm childcare floorspace 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).</p> <p>Schools: Agree need with Department of Education and Youth and transfer a school site, if required).</p> <p>Local Centres: Construction of pro-rata quantum of retail to residential occupation.</p>

Phase	Residential Units Constructed and Occupied	Employment Floorspace Delivered	Minimum Delivery in Phase
4	369,750 - 493,000m ² (3,188-4,250 residential units)	75% - 100% (140,797 - 187,729m ²)	<p>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.</p> <p>Community Park: Design and construction of a community parks on a pro rate basis as identified on the layout and structure maps or proximate to development totalling 10,000sqm in addition to phases 2 and 3.</p> <p>Green and Blue Infrastructure: Design and construction of SuDS for all developments.</p> <p>Utilities: Provision of local interventions to free up foul capacity on a case-by-case basis.</p> <p>Energy: Future-proof all residential development and potential major heat users to connect into future district heating system.</p>

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 collocation of certain uses may manifest.

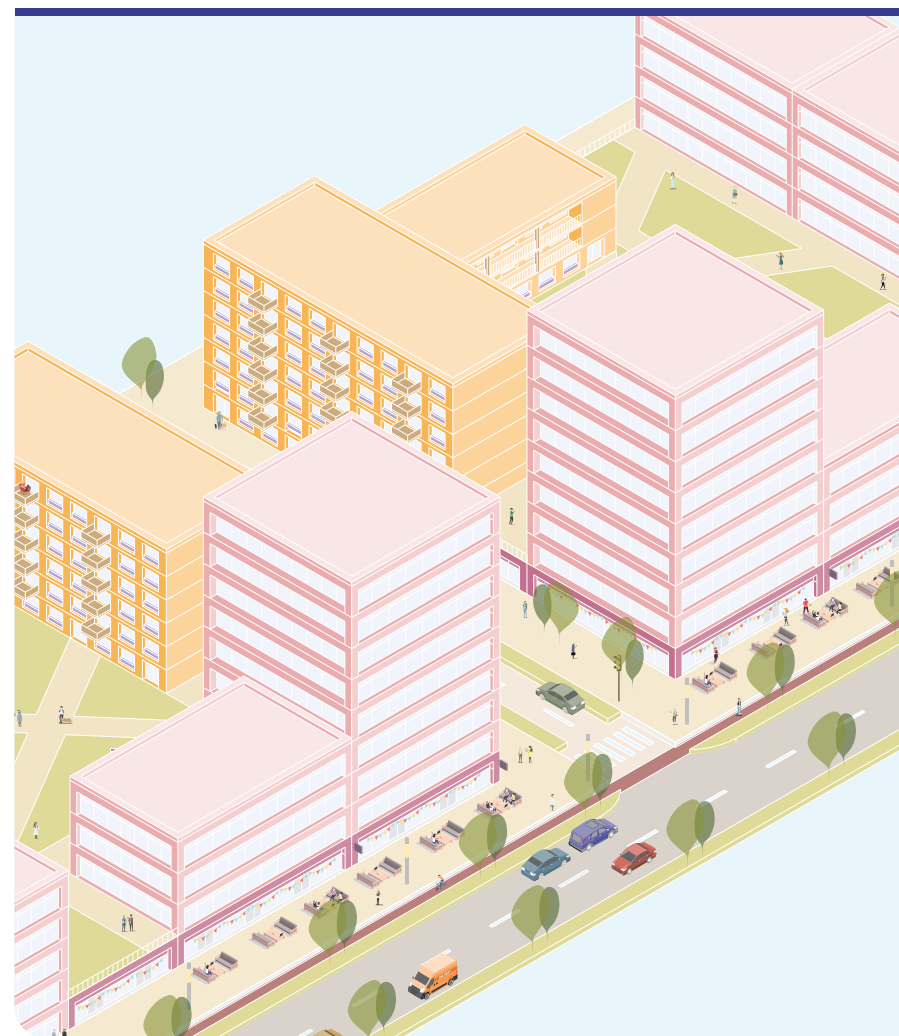
4.3.1 RESIDENTIAL-LED MIXED USE

- 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 the street scene 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.
-



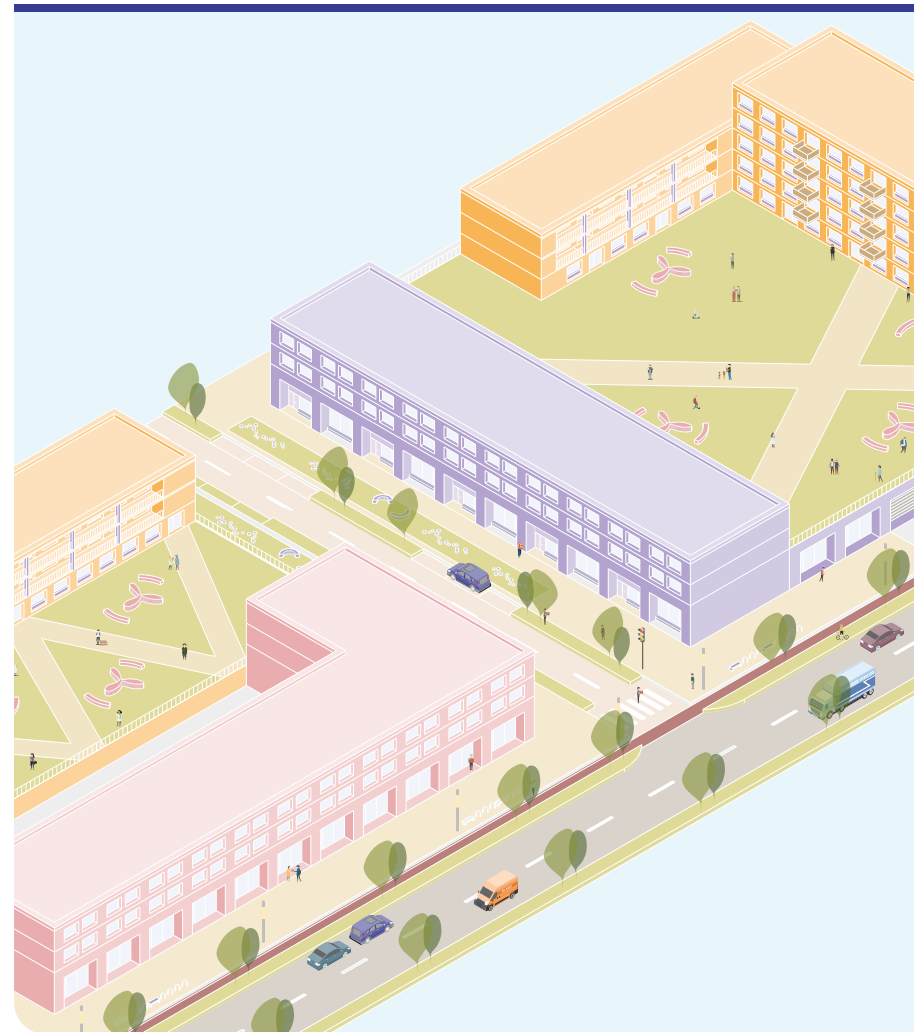
4.3.2 EMPLOYMENT-LED MIXED USE (HIGH DENSITY)

- High density employment 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-focussed streets and employment-focussed 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 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 a wider area.



4.4 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.

4.5 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 co-ordination and implementation of vital infrastructure and policy requirements and the unity of purpose needed to realise a project of this scale.