

# 8.0 Implementation and Sequencing

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## 8.1 Introduction

*It is an objective of the Council that development within the plan area is undertaken in an orderly and sustainable manner. The development of the identified regeneration lands at Cookstown and Broomhill alongside the Town Centre lands should generally be phased in accordance with the sequential approach:*

- Development should extend outwards from the town centre and high-quality public transport with land closest to the centre and public transport nodes being given preference, i.e. 'leapfrogging' to stand alone or isolated areas should be avoided; and*
- A strong emphasis will be placed on encouraging infill opportunities adjacent to compatible existing uses and ensuring better use of under-utilised lands;*

Only in exceptional circumstances should the above principles be contravened, for example, where a barrier to development is involved or where proposals are brought forward for sites approximately 2 Hectares and above, particularly within the regeneration lands that comply with the Urban Framework of the LAP, the Planning Authority may consider that the proposal can establish its own identity and amenity in the transition phase of the area.

As such, subject to the nature and scale of the proposal and the delivery of the Urban Framework, in general, the Planning Authority will not consider such proposals to be isolated piecemeal development or premature. In this context, the Planning Authority will encourage integrated proposals and the amalgamation of proposals/landownerships.

Any exceptions must be clearly justified by local circumstances and such justification must be set out in any planning application proposal. The Council may, in certain cases, phase permitted development where this is considered necessary in order to ensure:

- an appropriate balance between employment, residential and service facilities (schools, shopping, community facilities etc.) and other uses that are required to increase the self-sufficiency of the area or particular neighbourhood.*
- the delivery of infrastructural services in tandem with development, including water, sewerage and road infrastructure, that is required to safeguard the environmental quality and public safety of the area.*



## 8.2 Implementation Design Criteria

### 8.2.1 Sequencing of Development in Regeneration Zoning

Further to Chapter 2 and 3 of the Plan, proposals for redevelopment within the REGEN lands, will be assessed against the relevant criteria within the Urban Design Manual - A Best Practice Guide (2009), the Design Manual for Urban Roads and Streets (DMURS) (2013) and/or the Retail Design Manual (2012) as appropriate. The Design Statement to accompany redevelopment proposals in REGEN zoned lands should be in accordance with Chapter 2 of this Plan and also specifically address the following criteria:

1. Demonstrate a clear transition towards a more urban form of development and a traditional street network in accordance with Chapter 2 and 3;
2. Address connectivity and linkages in the area and demonstrate that the development of the site would not give rise to isolated piecemeal pockets of development with residential uses that are disconnected from public transport, public realm, retail, amenities and/or other residences;
3. Residential development should be very carefully designed at the lower levels in particular adjacent to existing busy roads, and/or roads that are subject to significant movements by Heavy Goods Vehicles (HGVs) without demonstrated or proposed improvements to upgrade the street network in accordance with the Plan;
4. Demonstrate that the potential for noise pollution, air pollution or other nuisance from established industrial uses will not exceed acceptable environmental standards. The Planning Authority may seek a report from a suitably qualified person to identify and quantify sources of noise pollution, air pollution, or nuisance, assess the potential impacts on the proposed development and provide a series of recommendations to mitigate the impacts of any pollutants insofar as possible (e.g. orientation and layout of dwellings, positioning of openings and insulation); and
5. As part of any planning application for redevelopment, the developer shall demonstrate a rationale for the site selection of the proposed development in relation to existing, permitted and proposed development. In general, integration with adjoining development and/or the urban form of the established Centre will be required to prevent piecemeal or premature development. Developers should sequence the delivery of Cookstown radially from the Town Centre, Luas stops and the perimeter.



*The purpose of the sequencing requirements is to ensure that a minimum level of infrastructure, facilities and amenities are provided together with new residential development.*

While the sequencing requirements set out hereunder relate to growth up to 2040, the Core Strategy of the County Development Plan shall take precedence in regard to the capacity of the area to deliver residential units. Development proposals within the LAP area should therefore demonstrate consistency with the housing capacity and housing forecasts for the Tallaght Metropolitan Consolidation Town in the Core Strategy of the South Dublin County Development Plan 2016-2022 and any revisions made in successive Development Plans.

The purpose of the sequencing requirements is to ensure that a minimum level of infrastructure, facilities and amenities are provided together with new residential development. This sequencing schedule is based on the premise that the number of dwelling units that may be permitted in each phase of development is dependent on the provision of a pre-determined amount of infrastructure, facilities and amenities to serve each neighbourhood/sub-neighbourhood. To ensure flexibility, the proposed phasing schedule is sequential (linked to housing output/bed space delivery) rather than being strictly time specific.

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 will benefit residents of the area within which residential development is proposed.

## 8.3 Implementation and Funding

The development of lands within the plan area is subject to the SDCC Development Contribution Scheme. In some cases, the completion of works required to facilitate development are outside the direct control of either South Dublin County Council (SDCC) or the landowners. South Dublin County Council is committed to implementing this Plan and will proactively manage and promote the integrated development of the LAP lands. All measures and funding streams available for the release of funding to provide for the delivery of infrastructure and facilities in Tallaght will be pursued, including the Urban Regeneration Development Fund (URDF) as part of the implementation of the National Planning Framework (NPF).

A number of key projects have been identified through the LAP urban masterplanning process, which are considered important in achieving a quality urban environment for Tallaght. These projects relate to the provision of key infrastructure, services, civic, residential and amenity projects in Tallaght which will act as a catalyst for the wider and long term growth of Tallaght, as a living town and

the thriving heart of South Dublin County. Tallaght Town Centre is entering a period of renewed growth and revitalisation. Enhancing the Town Centre's identity, character and sense of place, are key to its development potential. These projects have informed the sequencing/infrastructural requirements for each neighbourhood/sub-neighbourhood. Some projects have already received funding under the Urban Regeneration Funding Scheme (URDF). Securing this funding will enable the delivery of infrastructure necessary to secure the objectives of the Plan.

In addition, and in accordance with the provisions of Section 48 (2)(c) of the Planning and Development Act 2000 (as amended), SDCC is investigating the potential for a Supplementary Development Contribution Scheme that may include requirements for the plan area to provide for the delivery of strategic public infrastructure including principal route connections, strategic open space and associated pedestrian and cyclist infrastructure, which will support the delivery of the required infrastructure outlined in LAP.

## 8.4 Key Infrastructural Requirements/Sequencing

The following tables identify the key pieces of physical and social infrastructure required in order to facilitate development, alongside associated services and facilities essential for the health, well-being and social development of the plan area. Development proposals within each of the identified neighbourhoods/sub-neighbourhood must clearly demonstrate how it is proposed to comply with/provide the identified key infrastructure required for a particular area as part of any planning application. Individual smaller or standalone sites will be required to demonstrate how it is proposed to provide for/contribute towards the delivery of key infrastructure applicable to their particular neighbourhood/sub-neighbourhood. Such requirements will be reviewed over the lifetime of this plan.

### 8.4.1 Schools Requirements

In regard to school requirements, the Department of Education and Skills uses a Geographical Information System (with data from the CSO, OSI and Department of Social Protection in addition to Department of Education and Skills own databases) to identify where pressure for additional primary and post-primary school places will arise, and cater for same either via new schools or expansion of existing schools. Demographic changes within the Tallaght

Area will continue to be monitored by SDCC and the Department of Education and Skills on an ongoing basis and it is possible that further or altered educational requirements will arise over the lifetime of this Plan and subsequent plans.

The Provision of Schools and the Planning System, a Code of Practice for Planning Authorities, published jointly by the Department of Education and Skills and the Department of Environment Heritage and Local Government, sets out the best practice approach to facilitate the timely and cost effective roll out of school facilities. South Dublin County Council will continue to support and facilitate the provision of primary and post primary school facilities to serve the needs of the plan area, and support the co-location of schools or 'stand alone' institutions where appropriate.

At this stage it is anticipated that 2 primary schools and a secondary school will be required within or in very close proximity to the plan area. The plan identifies a potential location for the first primary school and the secondary school. A site for the second primary has now yet been identified. It is intended that South Dublin County Council will maintain a strong working relationship with the Department regarding

the provision of schools within the plan area. The plan does identify a set of SDCC objectives for locating the second primary school, however, this will need to be actively assessed and monitored within the plan area once permissions have been granted for c. 1600-2,000 units.

#### **8.4.2 New amenity spaces including Cookstown and Belgard Urban Squares**

A key component in the delivery of the Cookstown Regeneration lands will be the provision of a mix of new and improved amenity spaces. This will include both pocket park spaces and the delivery of two new Urban Squares at Cookstown and Belgard. It is intended that the mix of smaller pocket parks will be delivered through private development, however, at this stage it is likely the Council may be required to take a more active role in the delivery of the two large urban parks. These key pieces of infrastructure will be required to be delivered in tandem with and prior to the completion of each block of development (as detailed below in section 8.4.3) within the town centre and Cookstown Regeneration lands. The specific location of these key green space will be subject to the following criteria:

##### **Belgard Urban Square**

- The park space shall provide for a minimum area ranging from c. 11,500-12,000sqm,
- The park space shall provide a strong sense of place, providing a green edge along the proposed Belgard Square North Link Road
- The park space shall be designed in a manner which facilitates green connections to adjoining streets,
- The park space shall be overlooked by surrounding buildings providing passive surveillance, safety and security

##### **Cookstown Urban Square**

- The park space shall provide for a minimum area ranging from c. 6,500-7,000sqm,
- The park space shall provide a strong sense of place, providing a green edge at the junction of or in close proximity to the junction of a redesigned urban street along Cookstown Road and Second Avenue,
- The park space shall be designed in a manner which facilitates green connections to adjoining streets,
- The park space shall be overlooked by surrounding buildings providing passive surveillance, safety and security

#### **8.4.3 Streets and Public Realm**

There is an existing network of streets across the plan lands, however, there is a need to provide improved and enhanced connectivity across the plan area promoting the use of more sustainable modes of transport. This will be achieved through a mixture of new and improved streets. The framework plan shows the arrangement of these streets, which will be delivered both directly through new development and by the Council improving and building new streets. In particular the following new and improved streets are required to enable development.

##### **New**

- Belgard North Link Road
- Airton Road Extension
- A new Secondary Route connecting Cookstown Road to Old Belgard Road
- A new Secondary Route connecting Cookstown Road to Cookstown Way

##### **Improved**

- Cookstown Road
- Second Avenue
- Fourth Avenue

*A key component in the delivery of the Cookstown Regeneration lands will be the provision of a mix of new and improved amenity spaces.*

#### **8.4.4 Social infrastructure**

There are a number of services and facilities essential for the health, well-being and social development of the plan area. The tables below provide an indicative outline of the desirable services and facilities which could be required within each neighbourhood under the heading 'Associated Services'. Such services include Childcare, Health and Community Facilities.

## 8.4.5 Neighbourhood/Sub Neighbourhood Requirements

Town Centre		
Infrastructure Requirements for the Town Centre Area		
Physical Infrastructure <sup>1</sup> Physical		<ul style="list-style-type: none"> <li>Enhanced public realm including improved connectivity to public transport nodes. (LA<sup>2</sup> - Developer/SDCC)</li> <li>Upgrade of Chamber Square, for cultural and community uses including a pedestrian link to Belgard Civic Plaza/Park in tandem with new development. (A - SDCC)</li> <li>Bus Connects Transport Hub and Interchange land take as identified in the Urban Design Framework for this plan or otherwise agreed with the Lead Agencies. (LA - NTA/TII/SDCC/Developer)</li> <li>Belgard Square North Link Road and Airton Road Extension prior to or in tandem with new development. (LA - SDCC)</li> <li>Uplift of River Poddle to the north east of the Town Centre neighbourhood in tandem with development (LA - Developer Led/SDCC)</li> </ul>
Social Infrastructure	Schools	<ul style="list-style-type: none"> <li>1 no. post primary school - location to be subject to agreement with the Department of Education and Skills</li> </ul>
		<ul style="list-style-type: none"> <li>1 no. new urban square measuring a minimum of c. 11,500-12,500 sqm to be developed on council lands adjoining the new Belgard Square North Link Road alongside the delivery of the new links roads at Belgard Square North and the Airton Road extension. (AL - SDCC)</li> <li>1 no. pocket park measuring a minimum of c. 3800 sqm to be developed alongside the re-development of the former Uniphar lands along Belgard Square North. Pocket Park to be provided in a phased manner alongside the development of these lands to the north east of the town centre.</li> </ul>
Associated Infrastructure <sup>3</sup>	Childcare	<ul style="list-style-type: none"> <li>The indicative unit growth for the area would generate a minimum requirement for 295 spaces<sup>4</sup>. All new residential developments and particularly those in excess of a 10-minute walk-time from existing childcare facilities with sufficient capacity to accommodate that development, will be required to comply with the minimum childcare standards and the provision of childcare facilities as part of specific developments. (AL - Developer driven based on demand analysis)</li> </ul>
	Health	<ul style="list-style-type: none"> <li>Primary medical care and other services such as GP's will be facilitated on an ongoing basis in consultation with the HSE to support population growth within the Town Centre. The delivery of such facilities will be demand driven as the area develops. The SIA indicates an average of 1.79 GP's/1000 population should be provided. (AL - HSE/Developer in consultation with SDCC)</li> </ul>
	Community (including arts, culture and faith)	<ul style="list-style-type: none"> <li>1 no. new community space required per 5,000 population growth (c. 2,000 units). The Planning Authority will actively engage with the Community Section of South Dublin County Council to ensure sufficient community facilities are planned for once 1,500 units have been permitted. (AL - Developer/SDCC)</li> </ul>

1 Note physical infrastructure relating to the provision of water, wastewater, gas, power will be subject to agreement with the relevant lead agencies i.e. ESB, Irish Water etc and is therefore not detailed in the above table.

2 Agency Lead - Details the envisaged delivery agent for a particular piece of infrastructure.

3 Services and Facilities essential for the health/well-being and social development of the area. Such service delivery to be monitored and reviewed as necessary over the lifetime of the plan.

4 Derived from ensuring a space for the anticipated children in the 3-4 age range within the population growth for the area.

**Cookstown****Overall Infrastructure Requirements for the Cookstown Area**

Physical Infrastructure	Physical	<ul style="list-style-type: none"> <li>Enhanced public realm including improved connectivity to public transport nodes to the north and west and town centre to the south. (AL – Developer/SDCC/NTA/TII)</li> <li>New Urban Square measuring a minimum of c. 6,500-7,000sqm to be developed on lands at, or in close proximity to, the junction of Cookstown Road and Second Avenue. (AL – Developer/SDCC)</li> </ul>
Associated Infrastructure	Childcare	<ul style="list-style-type: none"> <li>The indicative unit growth for the area would generate a requirement for 385 spaces<sup>5</sup> All new residential developments and particularly those in excess of a 10 minute walk-time from existing childcare facilities with sufficient capacity to accommodate that development, will be required to comply with the minimum childcare standards and the provision of childcare facilities as part of specific developments. (AL – Developer driven based on demand analysis)</li> </ul>
	Health	<ul style="list-style-type: none"> <li>Primary medical care and other services such as GP's will be facilitated on an ongoing basis in consultation with the HSE to support population growth within Cookstown. The delivery of such facilities will be demand driven as the area develops. The SIA indicates an average of 1.79 GP's/1000 population should be provided. (AL – HSE/Developer in consultation with SDCC)</li> </ul>
	Community (including arts, culture and faith)	<ul style="list-style-type: none"> <li>1 no. new community space required per 5,000 population growth (c. 2,000 units) The Planning Authority will actively engage with the Community Section of South Dublin County Council to ensure sufficient community facilities are planned for once 1,500 units have been permitted. (AL – Developer/SDCC)</li> </ul>

**Cookstown****Area specific requirements**

CT-A	Physical Infrastructure	<ul style="list-style-type: none"> <li>Upgrade/enhancements required to Second Avenue in order to facilitate development within CT-A, including public realm improvements, pedestrian and cyclist linkages (AL – Developer Led)</li> <li>Enhanced pedestrian and cyclist links to Cookstown Luas stop (AL – Developer Led)</li> <li>Removal/undergrounding of 110kv overhead power lines at northern section of Cookstown, linked to proximity and set back required by ESBI on relevant sites (AL – Developer Led)</li> </ul>
	Social Infrastructure	<ul style="list-style-type: none"> <li>N/A</li> </ul>

<sup>5</sup> Derived from ensuring a space for the anticipated children in the 3-4 age range within the population growth for the area.

**Cookstown****Area specific requirements**

<b>CT-B</b>	Physical Infrastructure	<ul style="list-style-type: none"> <li>Upgrade/enhancements required to Second Avenue in order to facilitate development within CT-B, including public realm improvements, pedestrian and cyclist linkages (AL – Developer Led)</li> <li>Enhanced pedestrian and cyclist links to Cookstown Luas stop (AL – Developer Led)</li> </ul>
	Social Infrastructure	<ul style="list-style-type: none"> <li>N/A</li> </ul>
<b>CT-F1</b>	Physical Infrastructure	<ul style="list-style-type: none"> <li>Upgrade/enhancements required to Second Avenue in order to facilitate development within CT-F1, including public realm improvements, pedestrian and cyclist linkages (AL – Developer Led)</li> <li>Enhanced pedestrian and cyclist links to Cookstown Luas stop (AL – Developer Led)</li> <li>Uplift of River Poddle (AL – Developer Led)</li> <li>Removal/undergrounding of 110kv overhead power lines at northern section of Cookstown, linked to proximity and set back required by ESBI on relevant sites (AL – Developer Led)</li> </ul>
	Social Infrastructure	<ul style="list-style-type: none"> <li>Pocket Park Minimum Area c. 3,700sqm. To be constructed and open for use once 508 units or 990 bed spaces (whichever is delivered earlier) have been constructed. No further development shall take place until such time as the open space has been provided unless agreement has been reached with the Planning Authority in regard to securing the provision of such open space(s). (AL – Developer in consultation with SDCC)</li> <li>All initial proposals below c. 508 units or c. 990 bed spaces should clearly demonstrate that adequate levels of public open space (permanent or temporary) have been provided in instances where the pocket parks have yet to be developed.</li> <li>Following the construction of a further 200 units 50% of the pocket park to the west of Block CT-C (c. 1500sqm) shall be provided.</li> <li>No further units within this area shall be occupied until the new Cookstown Urban Square (Identified in Chapter 2 ‘Framework’) has been constructed and ready for use or agreement has been reached with the Planning Authority in regard to securing the provision of this open space area.</li> </ul>

**Cookstown****Area specific requirements**

<b>CT-C</b>	Physical Infrastructure	<ul style="list-style-type: none"><li>Upgrade/enhancement of Second Avenue, including public realm improvements, provision of pedestrian and cyclist linkages (AL - Developer Led)</li><li>Upgrade/enhancement of Cookstown Road, including public realm improvements, provision of pedestrian and cyclist linkages (AL - Developer Led)</li><li>Enhanced pedestrian and cyclist links to Belgard Luas stop or Cookstown Luas stop (LA - Developer Led)</li><li>Belgard Square North Link Road, providing direct link to Town Centre (AL - SDCC)</li><li>Removal/undergrounding of 110kv overhead power lines at northern section of Cookstown, linked to proximity and set back required by ESBI on relevant sites (AL - Developer Led)</li></ul>
	Social Infrastructure	<ul style="list-style-type: none"><li>2 no. Pocket Parks Minimum Total Area 8,200sqm.</li><li>Pocket Park 1 West Edge – Minimum area c. 3000sqm</li><li>Pocket Park 2 Central – Minimum area c. 5200sqm</li><li>A minimum of 50% (i.e. 4,100sqm) of the overall pocket park open space to be constructed and ready for use once c. 332 units or c. 648 bed spaces (whichever is delivered earlier) have been constructed. No further development shall take place until such time as the open space has been provided unless agreement has been reached with the Planning Authority in regard to securing the provision of such open space(s).</li><li>All initial proposals below c. 332 units or c. 648 bed spaces should clearly demonstrate that adequate levels of public open space (permanent or temporary) have been provided in instances where the pocket parks have yet to be developed.</li><li>The remaining 1500sqm of the pocket park space shall be constructed and ready for use prior to the first occupation of a further 150 units/290 bed spaces unless agreement has been reached with the Planning Authority in regard to securing the provision of such open space(s). (AL - Developer in consultation with SDCC)</li><li>No further units within this area shall be constructed until the new Cookstown Urban Square (Identified in Chapter 2 'Framework') has been constructed and ready for use or agreement has been reached with the Planning Authority in regard to securing the provision of this open space area.</li></ul>

**Cookstown****Area specific requirements**

<b>CT-D</b>	Physical Infrastructure	<ul style="list-style-type: none"> <li>Upgrade/enhancement of Cookstown Road, including public realm improvements, provision of pedestrian and cyclist linkages (AL - Developer Led)</li> <li>Enhanced pedestrian and cyclist links to Belgard Luas stop (AL - Developer Led)</li> <li>Commencement of Belgard Square North Link Road, to provide direct link to Town Centre (AL - SDCC)</li> <li>Removal/undergrounding of 110kv overhead power lines at northern section of Cookstown, linked to proximity and set back required by ESBI on relevant sites (AL - Developer Led)</li> <li>New secondary route between Cookstown Road and Belgard Road (AL - Developer Led)</li> </ul>
	Social Infrastructure	<ul style="list-style-type: none"> <li>Open space to the north along the Luas Line - Area 10,000sqm. Upgrade and enhancement works to this open space area in consultation with the Local Authority Parks Department to be constructed and ready for use once c. 493 units or 961 bed spaces (whichever is delivered earlier) have been constructed.</li> <li>A maximum of 200 further units only within this area may be constructed once the above works have been completed to the satisfaction of the Planning Authority.</li> <li>No further units within this area shall be constructed until the new Cookstown Urban Square (Identified in Chapter 2 'Framework') has been constructed and ready for use or agreement has been reached with the Planning Authority in regard to securing the provision of this open space area. (AL - Developer in consultation with SDCC)</li> </ul>
<b>CT-E</b>	Physical Infrastructure	<ul style="list-style-type: none"> <li>Upgrade/enhancement of Old Belgard Road, including public realm improvements, provision of pedestrian and cyclist linkages (AL - Developer Led)</li> <li>Enhanced pedestrian and cyclist links to Belgard Luas stop (AL - Developer Led)</li> <li>Removal/undergrounding of 110kv overhead power lines at northern section of Cookstown, linked to proximity and set back required by ESBI on relevant sites (AL - Developer Led)</li> <li>New secondary route between Cookstown Road and Belgard Road (AL - Developer Led)</li> </ul>
	Social Infrastructure	<ul style="list-style-type: none"> <li>Pocket Park/Urban Space Minimum Area 3,778sqm. To be constructed and open for use once 191 units or 372 bed spaces (whichever is delivered earlier) have been constructed.</li> <li>No further units shall be constructed until the minimum pocket park/urban space has been provided unless agreement has been reached with the Planning Authority in regard to securing the provision of this open space area.. (AL - Developer in consultation with SDCC)</li> <li>All initial proposals below c. 191 units or c. 372 bed spaces should clearly demonstrate that adequate levels of public open space (permanent or temporary) have been provided in instances where the pocket parks have yet to be developed.</li> </ul>

**Cookstown****Area specific requirements**

<b>CT-G</b>	Physical Infrastructure	<ul style="list-style-type: none"> <li>Upgrade/enhancement of Cookstown Road, including public realm improvements, provision of pedestrian and cyclist linkages (AL - Developer Led)</li> <li>Enhanced pedestrian and cyclist links to Belgard Luas stop (LA - Developer Led)</li> <li>Commencement of Belgard Square North Link Road, to provide direct link to Town Centre (AL - SDCC)</li> <li>Commencement of Airton Road Extension linking Fourth Avenue (Tallaght Hospital), Belgard Square North Link Road and the Airton Road (AL - SDCC)</li> <li>New secondary route between Cookstown Road and Belgard Road (AL - Developer Led)</li> </ul>
	Social Infrastructure	<ul style="list-style-type: none"> <li>Pocket Park Minimum Area 3,267sqm. To be constructed and open for use once 397 units or 774 bed spaces (whichever is delivered earlier) have been constructed.</li> <li>All initial proposals below c. 397 units or c. 774 bed spaces should clearly demonstrate that adequate levels of public open space (permanent or temporary) have been provided in instances where the pocket parks have yet to be developed.</li> <li>A maximum of 200 further units only within this area may be constructed once the above works have been completed to the satisfaction of the Planning Authority.</li> <li>No further units within this area shall be constructed until the new Cookstown Urban Square (Identified in Chapter 2 'Framework') has been constructed and ready for use or agreement has been reached with the Planning Authority in regard to securing the provision of this open space area. (AL - Developer in consultation with SDCC)</li> </ul>
<b>CT-F2</b>	Physical Infrastructure	<ul style="list-style-type: none"> <li>Upgrade/enhancement of Second Avenue, including public realm improvements, provision of pedestrian and cyclist linkages (AL - Developer Led)</li> <li>Enhanced pedestrian and cyclist links to Cookstown Luas stop (AL - Developer Led)</li> <li>Commencement of Belgard Square North Link Road, to provide direct link to Town Centre (AL - SDCC)</li> <li>Commencement of Airton Road Extension linking Fourth Avenue, Belgard Square North Link Road and Airton Road (AL - SDCC)</li> <li>Uplift of River Poddle (AL - Developer Led)</li> </ul>
	Social Infrastructure	<ul style="list-style-type: none"> <li>Pocket Park Minimum Area 4,133sqm. To be constructed and open for use once 508 units or 990 bed spaces (whichever is delivered earlier) have been constructed and ready for occupation.</li> <li>All initial proposals below c. 508 units or c. 990 bed spaces should clearly demonstrate that adequate levels of public open space (permanent or temporary) have been provided in instances where the pocket parks have yet to be developed.</li> <li>A maximum of 200 further units only within this area may be constructed once the above works have been completed to the satisfaction of the Planning Authority.</li> <li>No further units within this area shall be constructed until the new Cookstown Urban Square (Identified in Chapter 2 'Framework') has been constructed and ready for use or agreement has been reached with the Planning Authority in regard to securing the provision of this open space area. (AL - Developer in consultation with SDCC)</li> </ul>

**Broomhill****Infrastructure Requirements for the Broomhill Area**

Physical Infrastructure	Physical	<ul style="list-style-type: none"> <li>Enhanced public realm including improved connectivity to public transport nodes. (AL – Developer/SDCC)</li> <li>Enhancement of Airton Road, including improved pedestrian and cyclist links (AL – Developer/SDCC)</li> </ul>
	Open Space	<ul style="list-style-type: none"> <li>Delivery of high quality public open space in tandem with residential development along Airton road in the form of: <ul style="list-style-type: none"> <li>Centrally located pocket park, or</li> <li>Linear park along length of Airton Road between new building frontage and existing road.</li> <li>Delivery of green amenity corridor along the southern boundary with TUD/TC in tandem with development</li> </ul> </li> </ul>
Associated Infrastructure	Childcare	<ul style="list-style-type: none"> <li>The indicative unit growth for the area would generate a requirement for 103 spaces<sup>6</sup>. All new residential developments and particularly those in excess of a 10 minute walk-time from existing childcare facilities with sufficient capacity to accommodate that development, will be required to comply with the minimum childcare standards and the provision of childcare facilities as part of specific developments. (AL – Developer driven based on demand analysis)</li> </ul>
	Health	<ul style="list-style-type: none"> <li>Primary medical care and other services such as GP's will be facilitated on an ongoing basis in consultation with the HSE to support population growth within Broomhill. The delivery of such facilities will be demand driven as the area develops. The SIA indicates an average of 1.79 GP's/1000 population should be provided. (AL – HSE/Developer in consultation with SDCC)</li> </ul>

**Village Centre****Infrastructure Requirements for the Village Centre Area**

Physical Infrastructure	Physical	<ul style="list-style-type: none"> <li>Enhanced public realm including improved connectivity to public transport nodes. (AL – Developer/SDCC)</li> </ul>
	Open Space	<ul style="list-style-type: none"> <li>Enhancement of existing urban spaces/green spaces within the village (AL – SDCC)</li> <li>Provision of a new urban space on the corner of main street and the old Greenhills Road</li> </ul>
Associated Infrastructure	Childcare	<ul style="list-style-type: none"> <li>The indicative unit growth for the area would generate a requirement for 9 additional spaces<sup>7</sup>.</li> <li>All new residential developments and particularly those in excess of a 10 minute walk-time from existing childcare facilities with sufficient capacity to accommodate that development, will be required to comply with the minimum childcare standards and the provision of childcare facilities as part of specific developments. (AL – Developer driven based on demand analysis)</li> </ul>

<sup>6</sup> Derived from ensuring a space for the anticipated children in the 3-4 age range within the population growth for the area.

<sup>7</sup> Derived from ensuring a space for the anticipated children in the 3-4 age range within the population growth for the area.



## 8.5 Further Infrastructure, Services, Civic, Residential and Amenity projects in Tallaght

Whitestown Hub		
Infrastructure Requirements for the Whitestown Area Hub		
Physical Infrastructure	Physical	
	Physical	<ul style="list-style-type: none"> <li>Enhanced public realm including improved connectivity to public transport nodes. (AL - Developer/SDCC)</li> </ul>
	Open Space	<ul style="list-style-type: none"> <li>Provision of a new linear pocket park along Whitestown Way (AL - SDCC)</li> <li>Enhancement of Whitestown Stream for ecological value and as an amenity route. (AL - SDCC)</li> </ul>

In addition to the requirements set out above; the Local Area Plan recognises that there are a number of other key infrastructure, services, civic, residential and amenity projects in Tallaght town centre which upon delivery will act as a catalyst for the wider and long term growth of Tallaght, as a living town and the thriving heart of South Dublin County. Some of these key projects have already received funding or part funding under the Urban Regeneration and Development Fund.

The following outlines the key projects (not covered within the tables in section 8.4) which are recognised as key priorities with regard to unlocking and energising Tallaght

town centre, in the context of the LAP and the current development interest, in advancing residential and other commercial development projects in the town centre core area.

- Tallaght Innovation Hub
- Elderly Housing (Sean Walsh Park)
- Tallaght Stadium Fourth Stand
- Sean Walsh Park Upgrades (Sporting - Astro Pitches)
- Green Amenity Routes at Killinarden
- Tymon Library
- N81 and Belgard Road Upgrades
- Links to Tymon Library and Bancroft Park
- Tallaght Heritage Trail

*The Local Area Plan recognises that there are a number of other key infrastructure, services, civic, residential and amenity projects in Tallaght town centre which upon delivery will act as a catalyst for the wider and long term growth of Tallaght, as a living town and the thriving heart of South Dublin County.*

