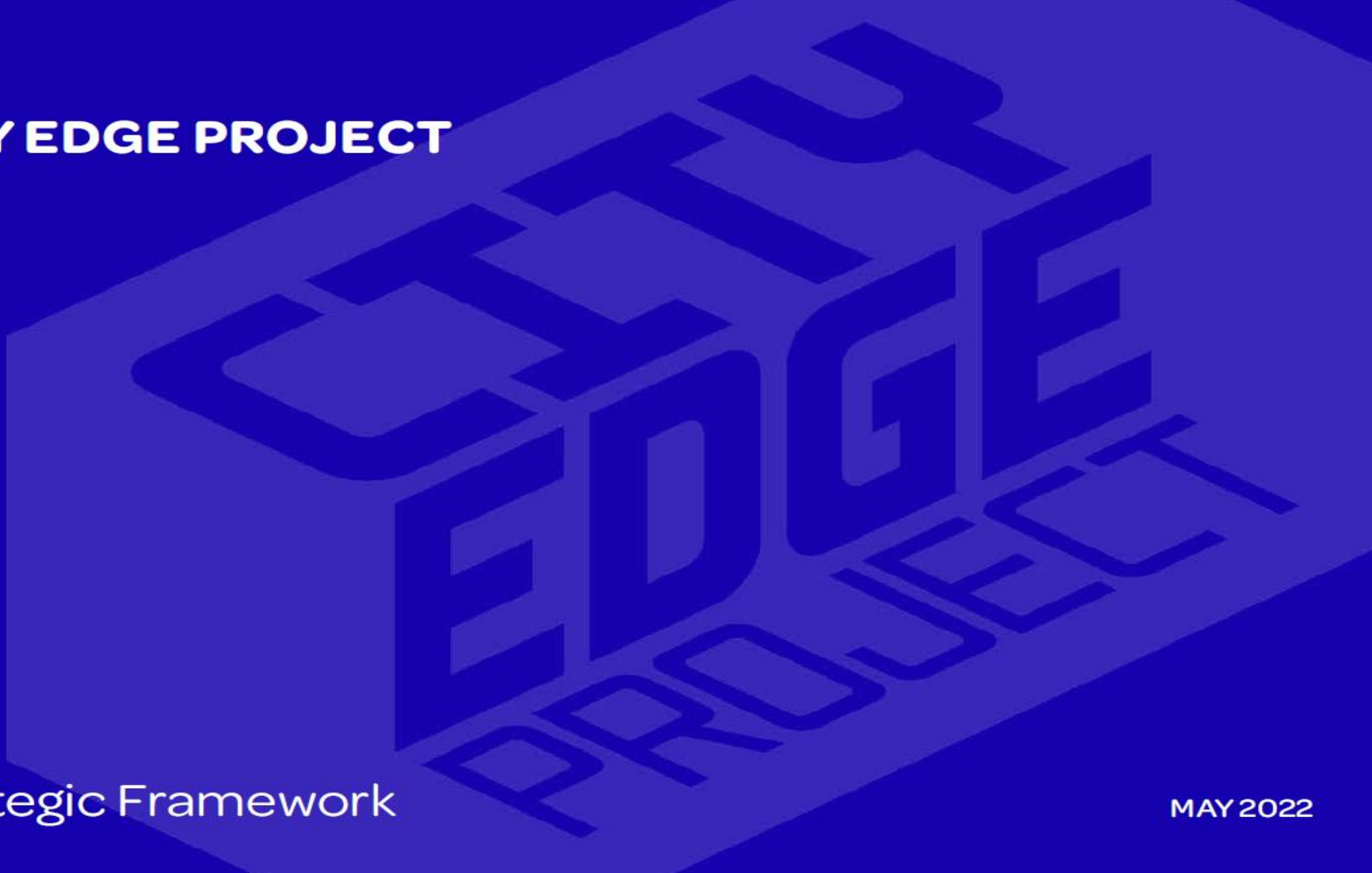
CITY EDGE PROJECT



Strategic Framework

MAY 2022

3.4 OVERARCHING VISION

The overarching vision for City Edge is to support the long-term, resilient growth of the Dublin region by making the most of City Edge. Create a major new Urban Quarter on the edge of Dublin City, providing much needed new homes and employment space for the city, whilst ensuring the area's rich industrial history can continue to play an important role into the future.

Five new neighbourhoods, based on 15-minute city principle, will celebrate the area's existing qualities such as the Grand Canal, the River Camac and Lansdowne Valley Park. Whilst a network of new biodiversity rich parks, green and blueways, public transport, local high streets, community facilities and energy networks will help to meet our shared climate challenges.

Figure 29. The liveable city

3.5 STRATEGIC OBJECTIVES

Theme	Objective	**The objectives below break down the vision into 8 main themes, and were used to direct the tested scenarios and strategic brief.**
LIVEABLE CITY	**Follow compact growth & 15-minute city principle**	Create a compact urban environment with an active travel focus, that supports the health and wellbeing of residents, through access to opportunities, services, resources, and green and natural amenities.
ECONOMY	**Create a resilient and diverse employment offer with scope for up to 65,000 - 75,000 jobs**	Create a resilient and diverse employment offer with scope for between 65,000 and 75,000 jobs.
HOUSING	**Accommodate a range and variety of new homes for up to 75,000 - 85,000 people**	Accommodate a mixed and balanced community of between 75,000 and 85,000 new people with a choice of different housing types, tenures and sizes.
NATURAL INFRASTRUCTURE	**Target 50% green cover**	Target 50% green cover to meet the needs of the future population while promoting a reintroduction of biodiversity and combating climate change impacts such as flood risk.
MOVEMENT	**Focus development on the provision of active and public transport**	Ensure Transport Oriented Development by focussing new mixed-use and compact urban development on enhanced active travel and public transport corridors.
CHARACTER	**Knit into existing neighbourhoods and create a series of character areas that enhance Dublin**	Integrate the renewal of City Edge with existing residential communities by supporting good placeshaping within the five local neighbourhoods and by celebrating local distinctiveness and ensuring climate resilient design.
COMMUNITY	**Integrated urban services and resources**	Support the needs of intergenerational communities through the timely provision of community, educational, health and social facilities.
SUSTAINABILITY	**Fast-track to zero carbon and zero waste**	Fast track to zero carbon and zero waste to help address climate change and promote sustainable communities through the 15-minute city principle.
DELIVERY	**Create a deliverable and credible framework**	Ensure a coordinated approach to the funding and delivery of infrastructure and utilities in order that land can be developed in a timely and coherent manner that realises the City Edge Vision.

The Framework

4.2 STRATEGIC SPATIAL FRAMEWORK

The Framework is set out through a series of layers that together form a strategic whole. In order to deliver the spatial construct of the Framework, a series of core components have been identified, which provide the skeleton that's needed to unlock the full potential of City Edge. These would typically not be deliverable by individual landowners, but are key in helping to create the place.

The exact nature of these core components may evolve in parallel with further detailed investigations into the Framework in later Phases, but represent the key infrastructure that can support and catalyse growth.

Figure 33. Coordinating infrastructure with growth to create a beautiful piece of city, Zu Neuen Ufern, Siegen, Germany

4.2.1 CORE COMPONENTS

River Camac Re-naturalisation
Deculverting and renaturalising the river Camac and its tributaries to help with climate change resilience, flooding, and to create a positive setting for future growth.

Enhancing the Grand Canal
Create a more attractive setting for the Canal, enhance active travel routes along it, and enhance biodiversity.

Introducing & Enhancing Green & Blue Space
Introducing new parks and enhancing existing parks in coordination with the re-naturalisation of the river and enhancing of the canal, to help with climate change resilience and also create a positive setting for future growth.

Creating a Tymon to Phoenix Greenway
Link to two significant assets in the vicinity of City Edge whilst creating green links both for active travel and for ecology.

Undergrounding Overhead High Voltage Lines
Increase the developable land available and improve the setting of future growth by undergrounding overhead high voltage lines.

Expanding the sewer network
Supporting future growth by expanding the sewer network whilst coordinating with a City Edge-wide SuDS strategy.

Setting out the street network
Create a legible movement network for vehicles that responds to accessibility requirements for different uses, and provides a parallel cycling network.

Creating a cycle network
Creating an attractive active travel and cycling network that encourages modal shift away from cars.

Introducing orbital connectivity
Proposal to augment Dublin's orbital connectivity with two routes passing through City Edge.

Introducing New Stations & Luas to Kimmage
Coordinating with the NTA's Draft GDA Strategy for 2022-2042 to create new stations and stops within City Edge that can catalyse and support growth.

Introducing New Interchanges
Taking the opportunity to coordinate interchanges between modes across City Edge, and to integrate these with new developments.

Setting Out Centres & Nodes
Creating centres and nodes that respond to transport infrastructure and green space and amenity, with a major new centre at Naas Road.

Setting Out Land Uses
Coordinating land uses across City Edge to create a cohesive set of districts that support one another.

PREFERRED SCENARIO SPATIAL CONFIGURATION

Capacity / Growth figures	
Potential Population	75,000 – 85,000
Potential Employment	65,000 – 75,000
Population growth overtime	30-40% delivery by 2040 60-70% delivery by 2070
Employment growth overtime	30-40% delivery by 2040 60-70% delivery by 2070
Resources and infrastructure requirements	Schools Park areas Community infrastructure Retail Public transport and active travel facilities Utilities upgrade and provision

The spatial manifestation of the preferred scenario places a major centre at the crossroads of Naas Road and Kylemore Road / Walkinstown Avenue, with a series of nodes across City Edge comprising a mix of uses from urban industry to residential to high density employment and workspace. The spatial configuration relates directly to existing, planned and proposed public transport, and to existing and proposed natural infrastructure. These will help form the setting in which the evolution of City Edge can prosper, supporting sustainable growth in the area.

3.6.6 CAPACITY / GROWTH FIGURES

The table above sets out the quantum of development that has been modelled for within the Strategic Framework. With investment in the area and consequent growth in confidence, allied with certainty regarding the role of the State and the private sector, growth could occur at a faster rate. That scenario will also be fully supported.

Figure 30. Indicative spatial configuration, including potential for a major commercial centre around Kylemore Road / Naas Road.

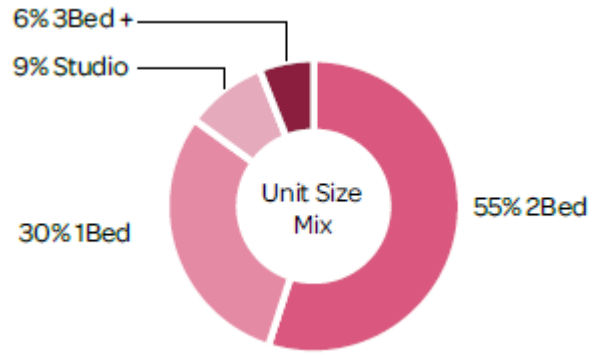
5.1 HOUSING VISION

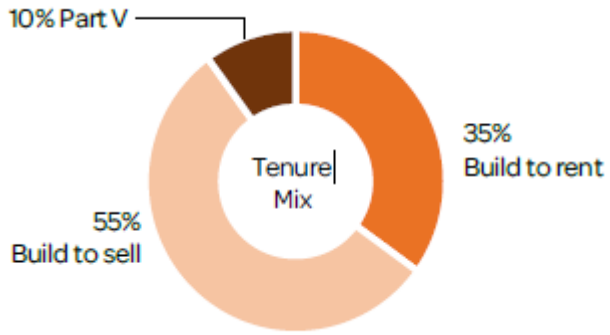
City Edge Case Studies (March 2022)

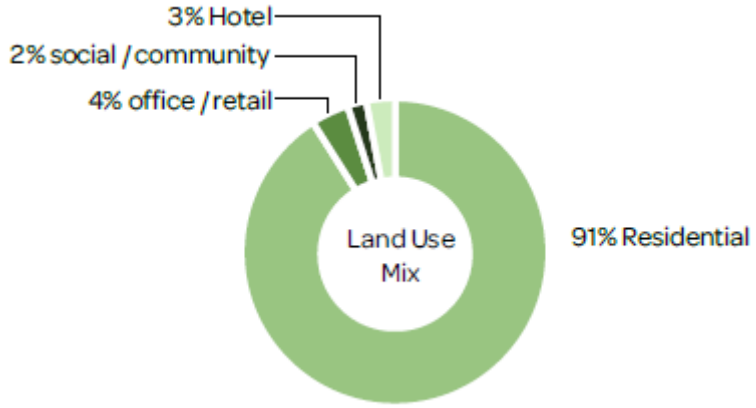
- 7 significant housing developments with extant permissions on City Edge Lands
- 4 schemes (totalling 2,000 dwellings) assessed & did not perform well compared to Liveable City Criteria & Best Practice Case Studies:
  - Over emphasis on 1 & 2 bedroom units (95%);
  - No express housing provision for families and older people;
  - Lack of tenure mix – 35% BTR and 55% private market/BTS;
  - Low private amenity space for approx. 400 BTR units; and
  - Imbalance in mix of uses - approx. 90% residential.

Sample Assessment Matrix - Le Trapeze, ZAC Ile Seguin, Paris

	Parameter	Assessment Criteria	Y / N	Note
1.	Minimum Housing Density	>70dph (gross) >100 dph (gross) high intensity areas		ca.150dph gross density and ca. 300dph net density. Mixed use ca. 50% residential.
2.	Exceptional quality threshold for higher density	>150dph (net) - required high design quality triggers assessment row 9 (Equitable Dwellings Standards).		ca. 300dph net density. Highest quality of public realm, integrated SuDS and green streets.
3.	Built Density (all uses)	Efficient use of land for character and location (mixed use urban quarter)		Estimated Net Density (FAR)= ca. 4 Estimated Plot Coverage Ratio = ca. 55%
4.	Compact Urban Form	Perimeter block, main datum 4-8 storeys		Main Datum 8 storeys with set backs. The development is high density however the urban form is compact and height limited.
5.	Mix housing types	Variety of: flats, houses, ground floor units with independent access, duplex		Apartments in blocks. Ground floor mostly allocated to retail and employment. Few ground floor apartment, raised from street using communal access (no own door on street)
6.	Mix of unit sizes	Balance of units sizes: 1B, 2B, 3B, 3+B Presence of family size units and not disproportionately of smaller units		The building examples analysed provide a balanced share of large and small units as shown in the pie charts on the opposite page.
7.	Mix of tenures	Balanced mix of: market sale, affordable / social rent, private rent.		ca. 30% social and affordable rent and 70% market sale, limited number of low social rent units (high priority needs social rent) (1.2%).
8.	Social mix	Families, singles / couples, multi-occupation-households, multi-generation households, senior and assisted living, students		Significant number of family size units. Housing dedicated to young workers and students. (No information available on wheelchair accessible and senior units)
9.	Equitable dwelling standards	Outlook and privacy, storage, private outdoor amenity, communal space		Generous shared courtyards and streets provide privacy and daylight. Most buildings have generous private balconies. Generous landscaped courtyards provide communal amenity for each macro-lot (No information available on storage and private amenity).
10.	Life long neighbourhoods	Homes flexibility and different types of homes in the area		Good provision of family size units. (No information available on wheelchair accessible and senior units)
11.	Tenure blindness	Same design standards across tenures		Consistent design quality across tenures. Same space standard, materials and details.







5.1 HOUSING VISION

Opportunities

- 75,000 – 85,000 people/ 40,000 new homes
- Sufficient short to medium terms capacity (2031) allocated under RSES
- Potential to prescribe dwelling & unit size mix and tenure subject to HNDA at catchment level

Challenges

- Extant permissions for 3,700 dwellings on City Edge Lands present challenges in creating mixed and balanced communities
- SDCC and DCC Interim HNDAs (2022 – 2028) indicate need for:
    - 15% private rental, 15% owner, 38% social housing & 29% affordable housing (Dublin City)
    - 18% private rental & 35% social and affordable housing (South Dublin)
    - Min. 15% 3+ bed units & Max. 25% - 30% 1 bed (Sub City – Liberties & North Inner City)
    - Min. 30% 3+bed units (South Dublin County)
- There is limited state owned lands
- Currently no HNDA analysis on housing for older people or students

Strategic Framework Guidance/Direction of Travel NOW

- Tenure: Private at 80% including not more then 50% BTR excluding social and affordable housing schemes
- Potential to exceed 20% social and affordable housing - Land Value Sharing & Public Lands
- Dwelling Mix: Min of 20% 3 bed+ and max of 30% 1 bed/studio
- Consider applying dwelling standards equally across tenures
- Support housing for older people with access to community infrastructure
- Support student accommodation with access to transport

Statutory Plan Policy NEXT

Progress County HNDAs & treat City Edge as a Catchment Area to definitively prescribe:

- Mix of tenure - owner occupier, private rental, affordable (cost rental & affordable purchase) & social renters
- Mix of dwelling types and sizes
- Social mix including specialist provision for older people and students

7.5.10 CITY EDGE DISTRICTS – SECTOR LOCATIONS

The previous section set out what general locational considerations a selected group of sectors would have. The associated image provides an illustration of City Edge and the 5 no. Districts that are proposed within the Strategic Framework.

The tables opposite provide a summary of strategic employment information for each district including a comparison of existing and projected employment figures, potential future employment sectors that could be located within each district and key drivers for sector growth. This provides:

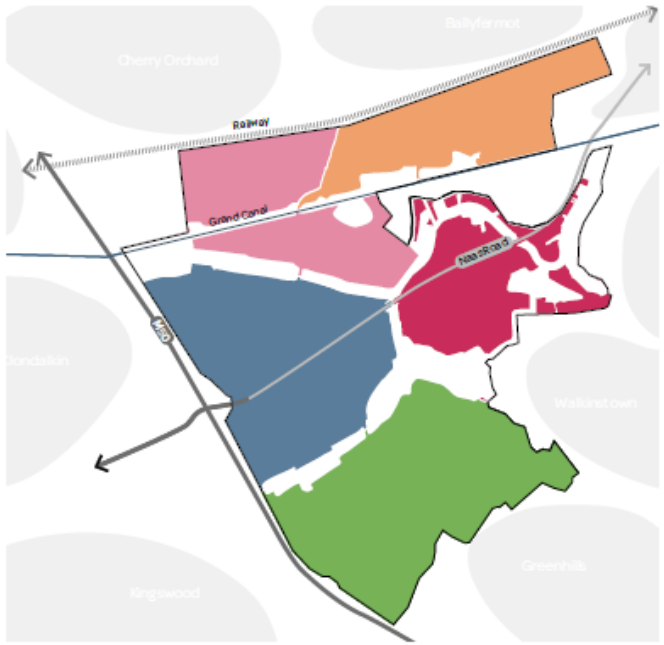


Figure 116. Districts within City Edge

Naas Road District	
Existing Jobs:	4,353
Potential Jobs:	18,000 – 19,000
Future Sectors: • Finance, Business and Professional Services • Information & Communications / Tech • Research & Development – MedTech, Life Sciences, Genomics etc • Institutional use – Higher Education, Public Sector, Government etc • Urban Workspace	
Key Drivers for Growth: • Sustainable Transport Infrastructure • Placeshaping & Public Realm • Blue and Green Infrastructure • Proximity to Dublin City Centre	

Kylemore District	
Existing Jobs:	6,307
Potential Jobs:	15,500 – 16,500
Future Sectors: • Finance, Business and Professional Services • Tourist. Cultural and Leisure • Creative and Digital Industry • Urban Workspace	
Key Drivers for Growth: • Sustainable Transport Infrastructure • Placeshaping & Public Realm • Proximity to Dublin City Centre	

Red Cow District	
Existing Jobs:	2,434
Potential Jobs:	14,500 – 15,500
Future Sectors: • Light Industry • Advanced Manufacturing / Production (eg. Industry 4.0) • Logistics / Distribution / Storage • Urban Workspace	
Key Drivers for Growth: • Proximity to National & Regional Roads • Energy Infrastructure • Social I infrastructure • Modern Industrial Practices / Technologies	

Cherry Orchard District	
Existing Jobs:	5,040
Potential Jobs:	10,000 – 11,000
Future Sectors: • Finance, Business and Professional Services • Research and Development • Urban Workspace	
Key Drivers for Growth: • Sustainable Transport Infrastructure • Placeshaping & Public Realm • Blue and Green Infrastructure	

Greenhills District	
Existing Jobs:	6,935
Potential Jobs:	12,500 – 13,500
Future Sectors: • Light Industry • Advanced Manufacturing / Production (eg. Industry 4.0) • Logistic s / Distribution / Storage • Urban Workspace	
Key Drivers for Growth: • Proximity to Regional Road Network • Energy Infrastructure • Social Infrastructure • Modern Industrial Practices / Technologies	

7.5.11 CITY EDGE - EMPLOYMENT TYPOLOGY LOCATIONS

Following on from the previous section that sets out proposed sector locations within the five Districts, the map image and associated summary text provides an illustration and commentary in relation to the indicative employment typology locations that are proposed across the regeneration area.

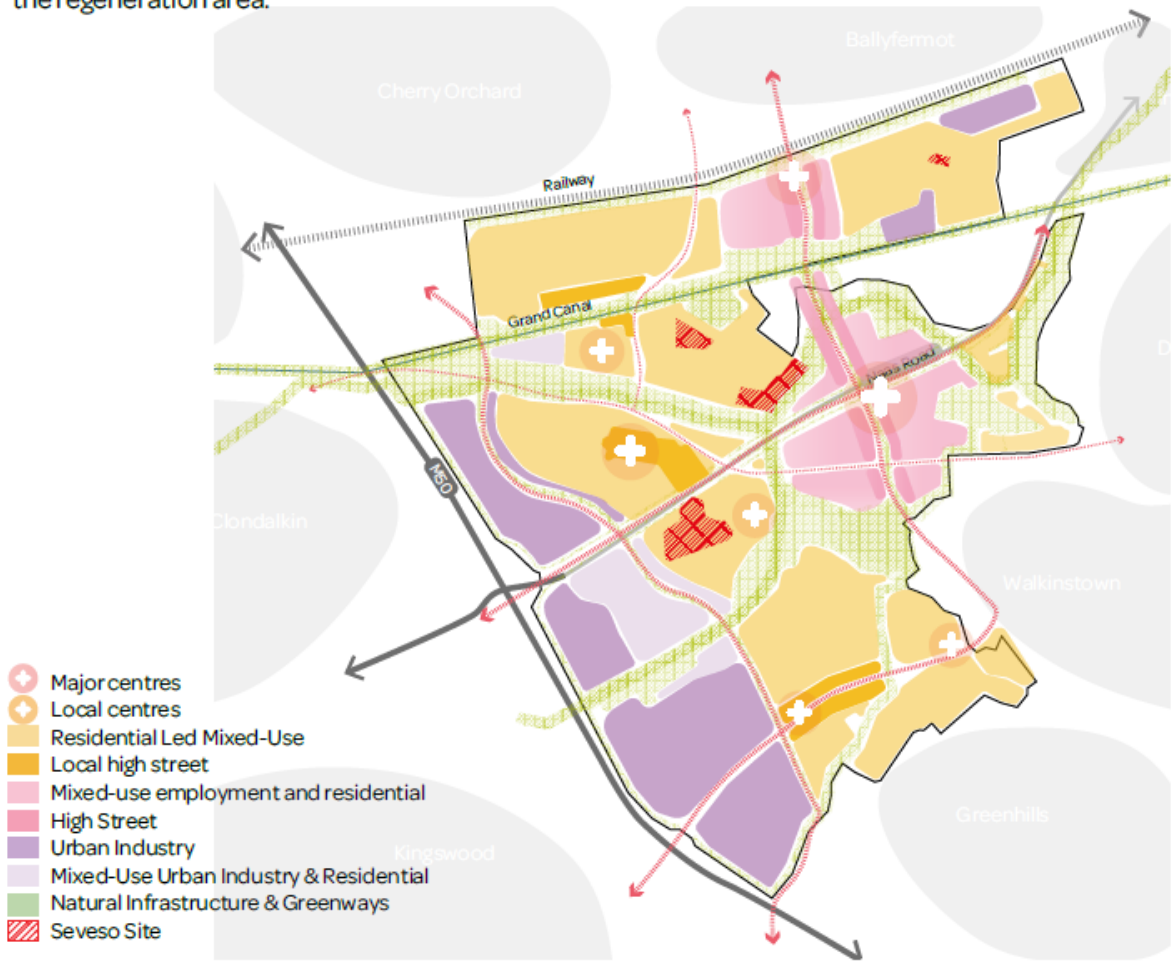


Figure 117. Principal land uses and centres within City Edge

Urban Industry
Locations are proposed to accommodate lower density employment including industry, manufacturing (inc. advanced manufacturing), logistics, smaller urban work-space and office buildings.

Mixed-Use Urban Industry & Residential
Locations are proposed to accommodate lower density employment such as urban industry, industry, smaller urban workspace and associated office space in tandem with residential development.

Mixed-Use Employment & Residential & High Streets
Locations proposed to accommodate high density employment such as offices; residential mixed-use buildings incorporating employment functions and commercial ground floors (retail / food and beverage); and residential mixed-use buildings with supporting community space and infrastructure in locations away from major routes and public transport.

Residential-led Mixed Use
Locations will be residential-led with employment and community space. Employment space will be focused on urban workspace targeting small businesses and light industry designed to be attractive to occupiers and integrated with residential.

Local High Streets
Situated within residential-led mixed use locations, these areas are proposed to accommodate local high streets with a ground floor focus on community uses and commercial activities such as retailing and food and beverage.

6.1 COMMUNITY, CULTURE AND ARTS INFRASTRUCTURE VISION

Strategy

- Provide community, cultural and arts (CCA) infrastructure from the outset.
- CCA infrastructure helps to form communities, support their growth and build identity.
- Provide CCA in compact urban form, within mixed use buildings or blocks.
- Specific locations for CCA facilities not yet identified.
- Indicative numbers of schools, primary care centres, community centres and culture/arts facilities required to 2070 is set out.

Schools – Potential for compact schools in urban blocks within mixed used development with parallel provision of childcare facilities.

Community Centres, Primary Care Centres and Libraries – Part of mixed use developments at the heart of neighbourhoods. Community buildings should be multi-functional, foster social interaction and promote active travel and active lifestyles.

Cultural and Arts Infrastructure – Utilise existing heritage assets; repurpose buildings; provide for meanwhile uses, commercial cultural offerings, arts/culture anchors, participatory arts programming and public art provision; and promote early evening and night-time economies.

Sports/Play Facilities - Provide multi-use facilities, integrated into urban setting; provide natural play facilities and landscape features.

Primary schools	approx. 20 x 3FE
Secondary schools	approx. 6 x 6FE
Primary care centres	approx. 9
Community centres	approx. 11
Green cover	50% (Framework objective)

Table 1: Indicative CCA Infrastructure Provision

Figure 97. Primary school integrated into an urban block, Kop Van Zuid, Rotterdam

Figure 108. The National Opera House in Wexford, Ireland | Source: Keith Williams Architects

Figure 95. Multi-use building, incorporating a library alongside apartments, at the heart of the community Rainham Library, London

8.1 MOVEMENT VISION

8.1.1 VISION

Situated at the western edge of Dublin City, City Edge presents a unique opportunity to transform a vital part of Dublin into a compact and liveable city. Our Movements Framework supports the creation of a new urban quarter through the integration of land-use and transport planning. It capitalises on City Edge's location and transport infrastructure, whilst recognising the need for investment to improve public transport, green infrastructure and enhance permeability.

8.1.2 PRINCIPLES

City Edge Movement Framework is guided by four key principles. These are aligned with European, national, regional and local plans that guide development, whilst responding to lessons learnt from international best practise studies. They recognise transport is intertwined with the quality of the local environment, economic vitality and the health and wellbeing of our population, and are described below.

Connectivity
To develop City Edge in a way that maximises the benefit of existing and future public transport investment, supported by an integrated network of streets and routes that promote walking and cycling.

Transit Orientated Development
To focus land-use and densities across City Edge in a manner that creates sustainable urban districts through integrated land-use and transport planning.

Placeshaping
To create an attractive place for people to live, work and meet through a 'people first' design approach, promoting opportunities for safe and attractive ways of travelling by active modes.

Sustainable mobility
To create an environment where sustainable travel becomes the preferred method of movement for people and goods.

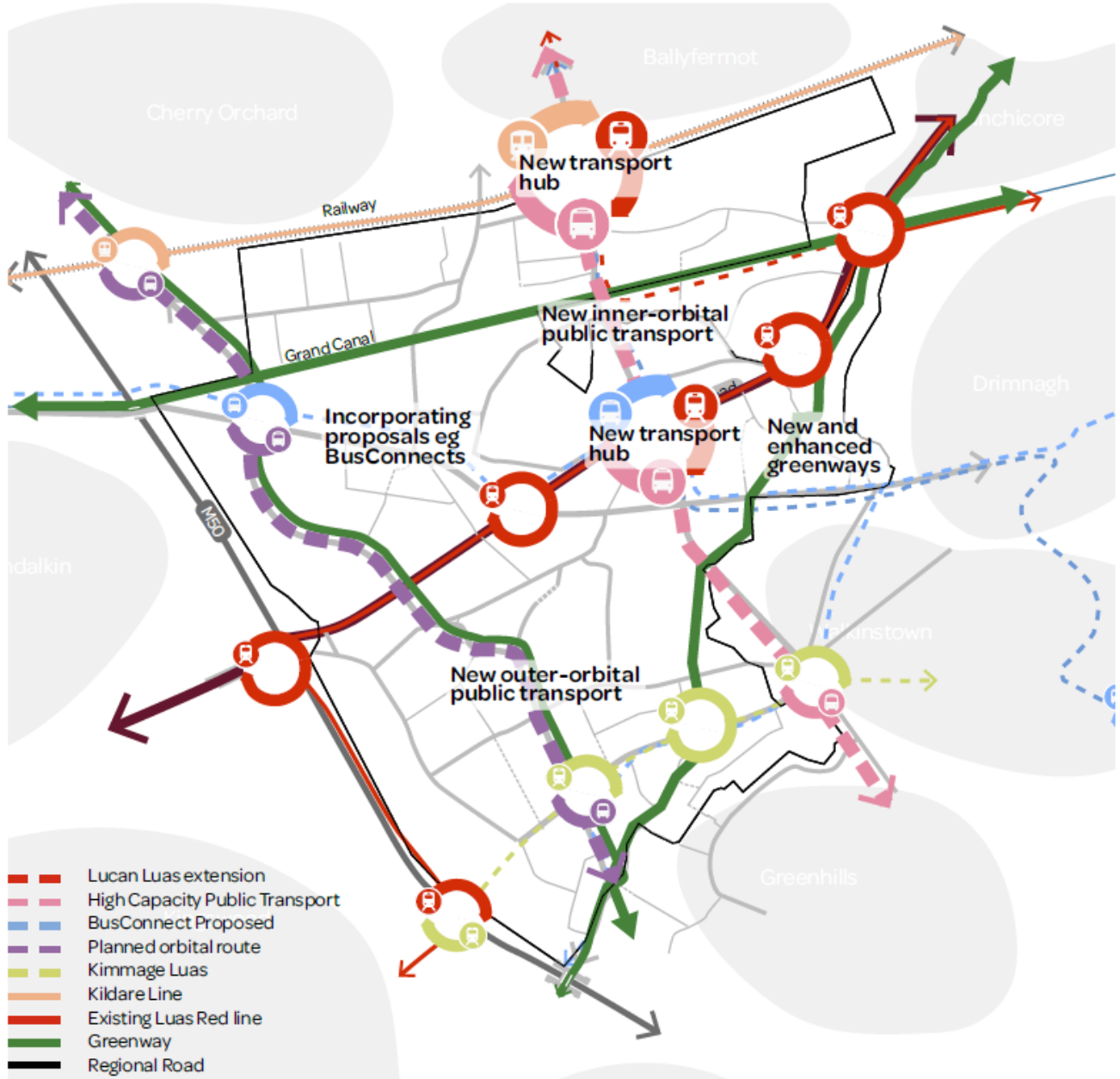


Figure 118. Movement framework

Case Study: Shared Parking in Copenhagen (PARKinCPH)
By & Havn is a development and operating company that delivers and manages urban development and districts at Ørestad and Nordhavn in Copenhagen.

As part of their function, By & Havn is responsible for the development of parking facilities in the urban areas and are also are responsible for establishing roads and canals, urban spaces and green areas.

By & Havn is jointly owned by the City of Copenhagen (95%) and the State (5%) and is operated on a commercial basis. This business model enables By & Havn to take full ownership and management of the parking areas, ensure development is de-

	Access to rail	0 m → 8 km
	Access to high frequency bus	0 m → 0,4 km
	Access to retail & community	0 m → 0,8 km
	Access to education	0 m → 1 km
	Access to open space and leisure	0 m → 0,4 km

Parking Provision	0-0.3 Parking spaces / unit	0.4-0.7 Parking spaces / unit	0.8-1.0 Parking spaces / unit

Figure 143. Parking Hus in Ørestad, aerial view

Figure 144. Parking Hus in Ørestad, street view

NATURAL INFRASTRUCTURE VISION

9.3.2 ACHIEVING 50% GREEN COVER

20% of greening provided by Natural Infrastructure

30% of greening provided by development

Detail Breakdown of 20% of greening provided by Natural Infrastructure

Total Site (715ha)	100%
Proposed Natural Infrastructures	**% of Site**
Linear Parks	10%
1. Grand Canal Linear Park	4%
2. River Camac Linear Park	6%
Major Parks	5%
3. Walkinstown Eco Park	2%
4. Lansdowne Drimnagh Castle Park	3%
Green Corridors	5%
5. Tymon to Phoenix Greenway (25m-40m)	1%
6. M50 Green Corridor (20m)	1%
7.Railway Green Corridor (15m)	1%
8. Secondary Green Corridors (20m)	2%
Natural Infrastructure Total Area	**20%**

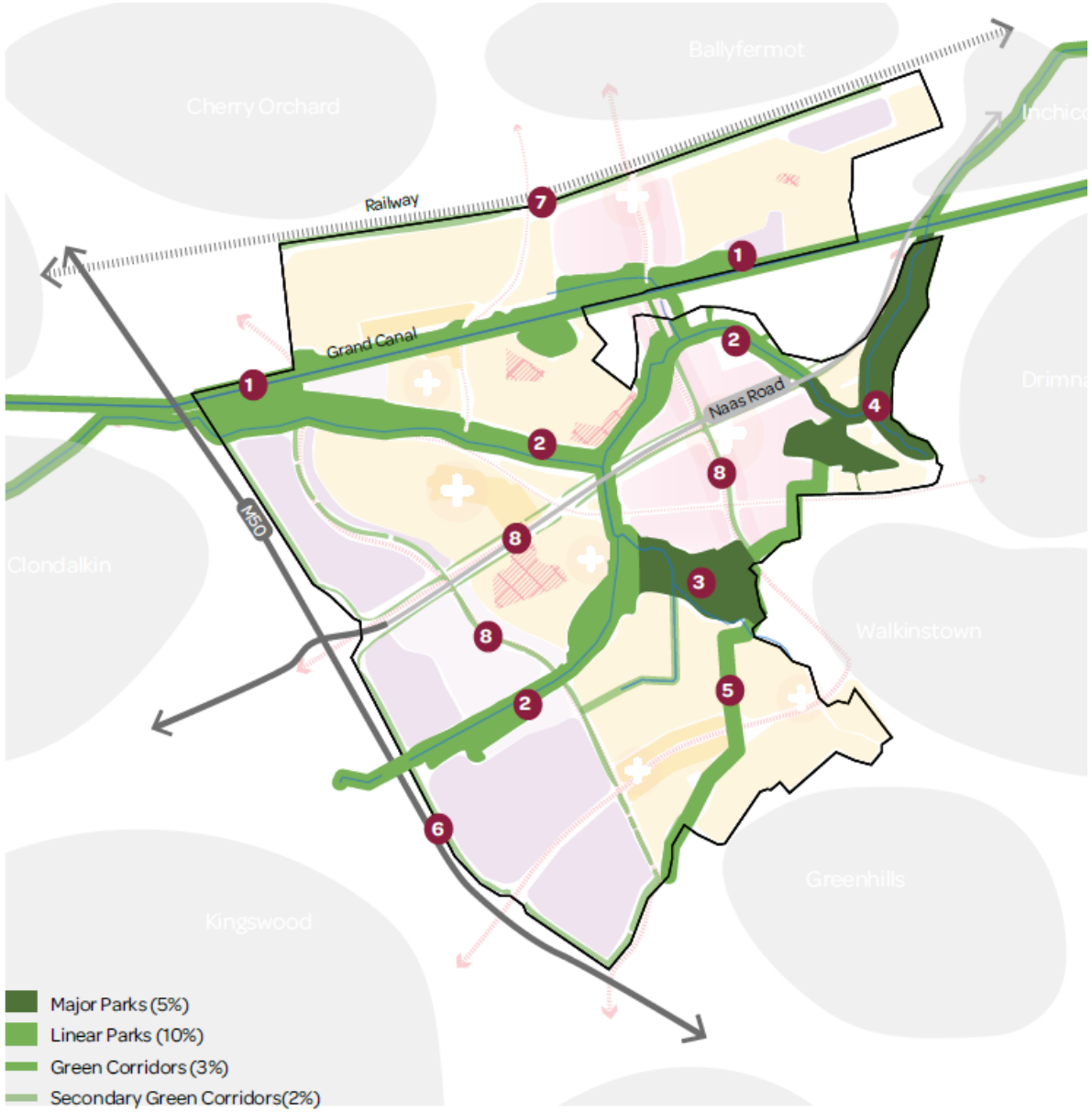


Figure 186. Residential community by the river, Port Loop, Birmingham

Figure 187. Marina, New Islington, Manchester

Figure 188. Buffalo Bayou Park, Houston, Texas

Figure 189. Snape Maltings, Suffolk

10.1 UTILITIES VISION

Potable Water
- There is capacity for c.20 years
- Localised reinforcements will enhance this
- Parteen Basin scheme is needed in the future

Surface Water
- The area contains the Camac and 5 streams
- There are significant areas at risk from flooding
- The objective of 50% green cover including the Major Parks, deculverting the Camac and 'Sponge City' principles including SUDs measures are required to manage this flooding

Foul Water
- 80% of study area is served by the 9B sewer
- 9B has very limited capacity for more loading
- IW DAP for the area will be completed 2024/25
- New sewer infrastructure will be needed most likely: 6km trunk sewer and 20,000m3 storage
- Coordinated Sponge City Projects and design will free up a very small amount of capacity now

Energy demand
- Existing demand is 66,896Kva increasing to 621,980 Kva, generating significant carbon, and so a District Network with RE will be needed

Electrical
- Minor upgrades to existing electrical infrastructure gives capacity for next 10 years

Existing ESB Pylons and Overhead Lines
- ESB pylons and overhead lines blight c30-40ha of land
- Two priority areas for undergrounding would free up c.15ha of development land

Existing Seveso sites
- 4 Seveso sites are impacted by the HAS's new development restrictions

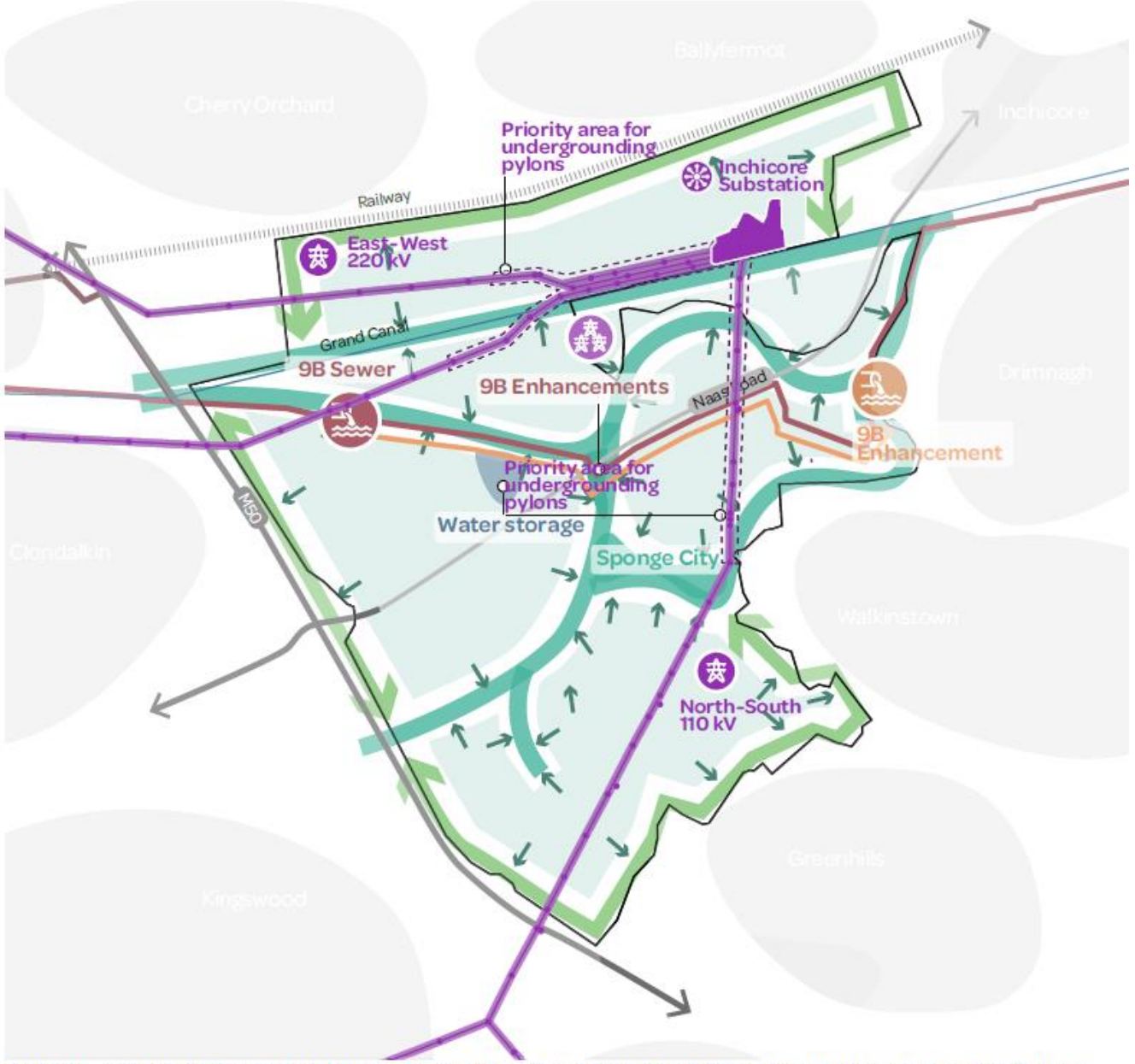


Figure 272. Overview of the potential utilities vision regarding energy, foul sewer and surface water drainage management strategies

11.2 HEIGHT & DENSITY

11.2.1 HEIGHT AND DENSITY - A KEY TOOL IN CITY MAKING

Height is a key placeshaping ingredient in any part of a city or large urban realm project. Tall buildings allow a city dweller to have landmarks and gravity points that give them the ability to relate to their surroundings and locate where they are in a city. One of the key issues with City Edge in the present day is a lack of clear legibility of urban form, both in plan via streets that legibly connect but also in section where landmarks are rarely present and make it hard to navigate and orientate.

Buildings of height allow for this way finding function at a number of scales, from a city scale where landmarks help to identify areas or districts of a city from a long distance to a local scale where tall buildings can be used to help pedestrians or cyclists know where a point of interest is. As Dublin moves towards a compact city, the need for tall buildings and denser land banks needs to be carefully considered.

Buildings of Height must be based on performance based design standards. They should be located in the right places and at appropriate heights. They should also be of the highest architectural and planning standards. This balance must be weighed up against other placeshaping objectives such as high quality green spaces, provision of appropriate services, overlooking, overbearing and high quality light for surrounding buildings, public realm, social and public functions. Often many of these criteria are at odds with one another when a tall building is being designed and all of the various performance based criteria need to be weighed up in tandem to understand is a building of height appropriate for a given location.

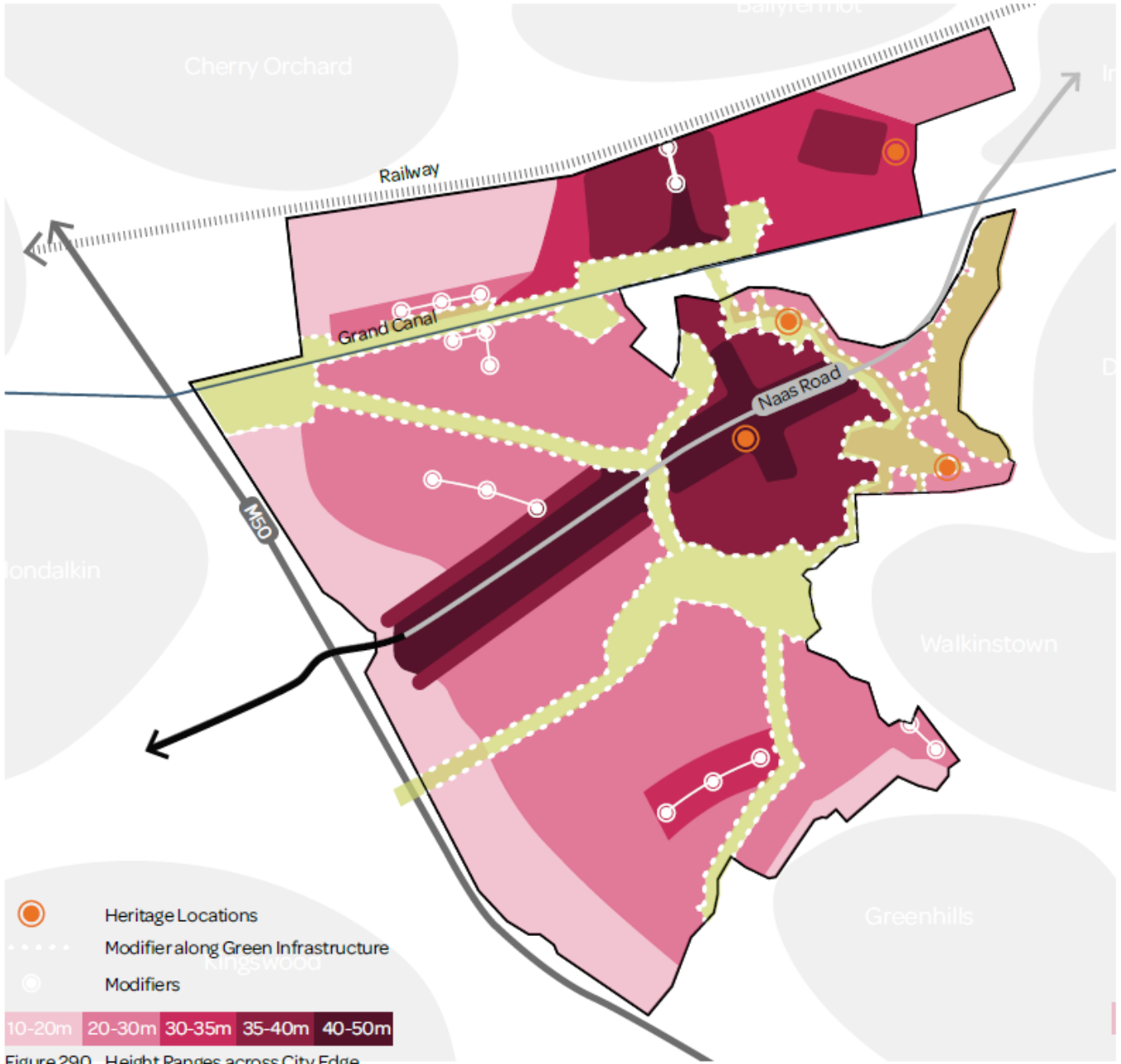


Figure 290. Height Ranges across City Edge

11.6 DISTRICTS

City Edge has been divided into five districts. The scale of these districts presents the ability to deliver a self contained development outcome. Defining elements of the districts include; land use, centres & high streets, the movement network & natural infrastructure.

The Green Infrastructure throughout the framework area forms a character in its own right and is outlined in detail within Chapter 9 (Natural Infrastructure). This green infrastructure often becomes a defining element the edge to these districts.

Land Use

Centres & High Streets

Movement Network

Natural Infrastructure

Figure 300. Districts within City Edge

RED COW DISTRICT

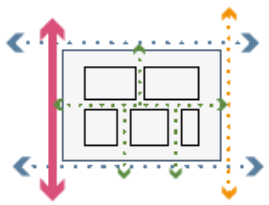
11.9.3 RED COW DISTRICT SPATIAL LAYOUT

Principal Proposed Spatial Elements

1. Additional Luas Stop
2. Knockmitten Lane High Street & Public Space
3. Local Centre / Node
4. Outer Orbital Transport Corridor & Luas Interchange (Location for grade separated multi-mode crossing)
5. Grand Canal Linear Park
6. Grade separated vehicles crossing at hamburger junction, see Chapter 8 (Movement) for details

Figure 323. Movement in the Red Cow District

Super Block Structure:
Within a proposed mixed-used 'super block', the structure would keep arterial and higher order roads on the periphery, leaving the inner roads to be car free with the exception of emergency access & servicing.



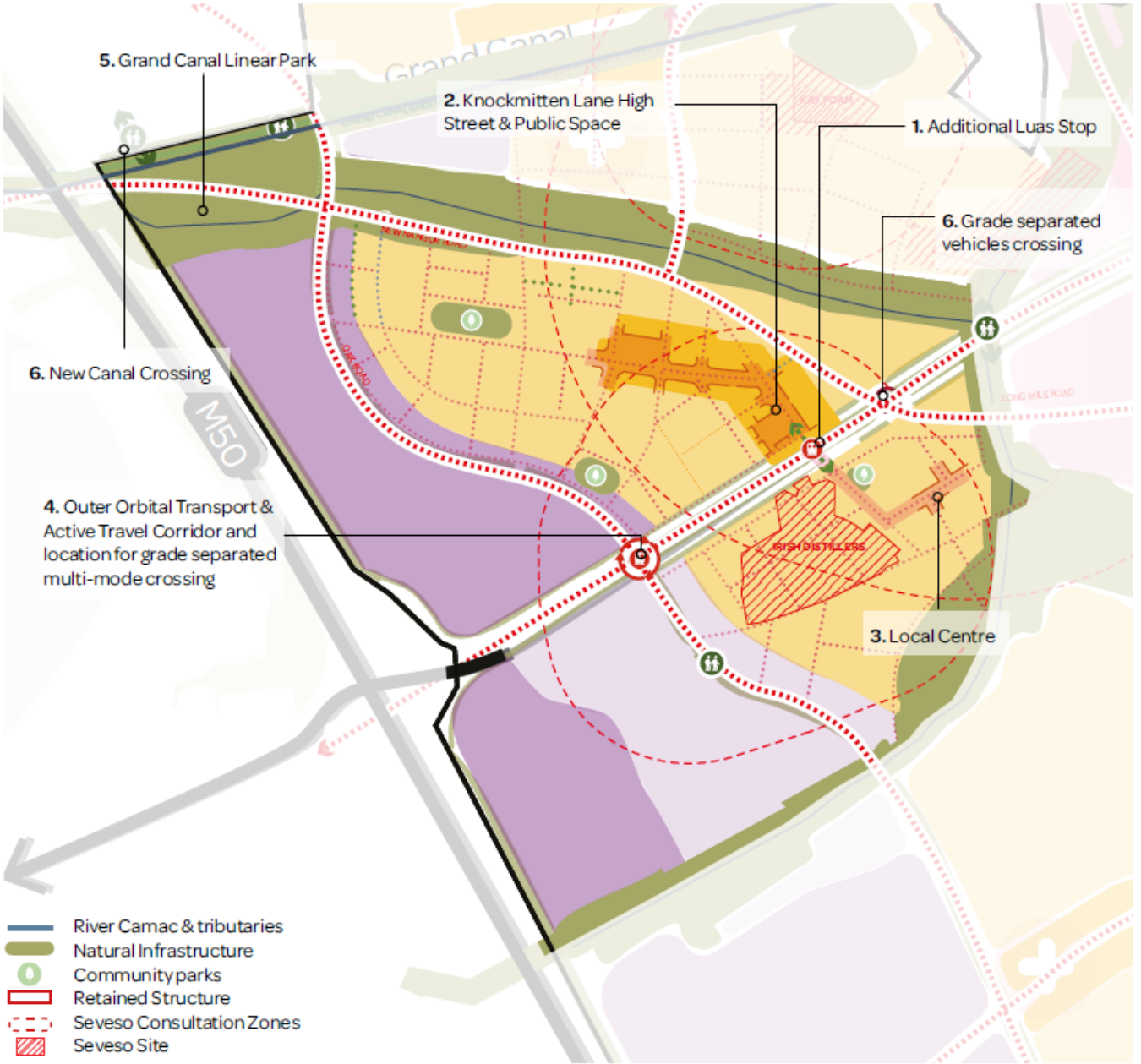
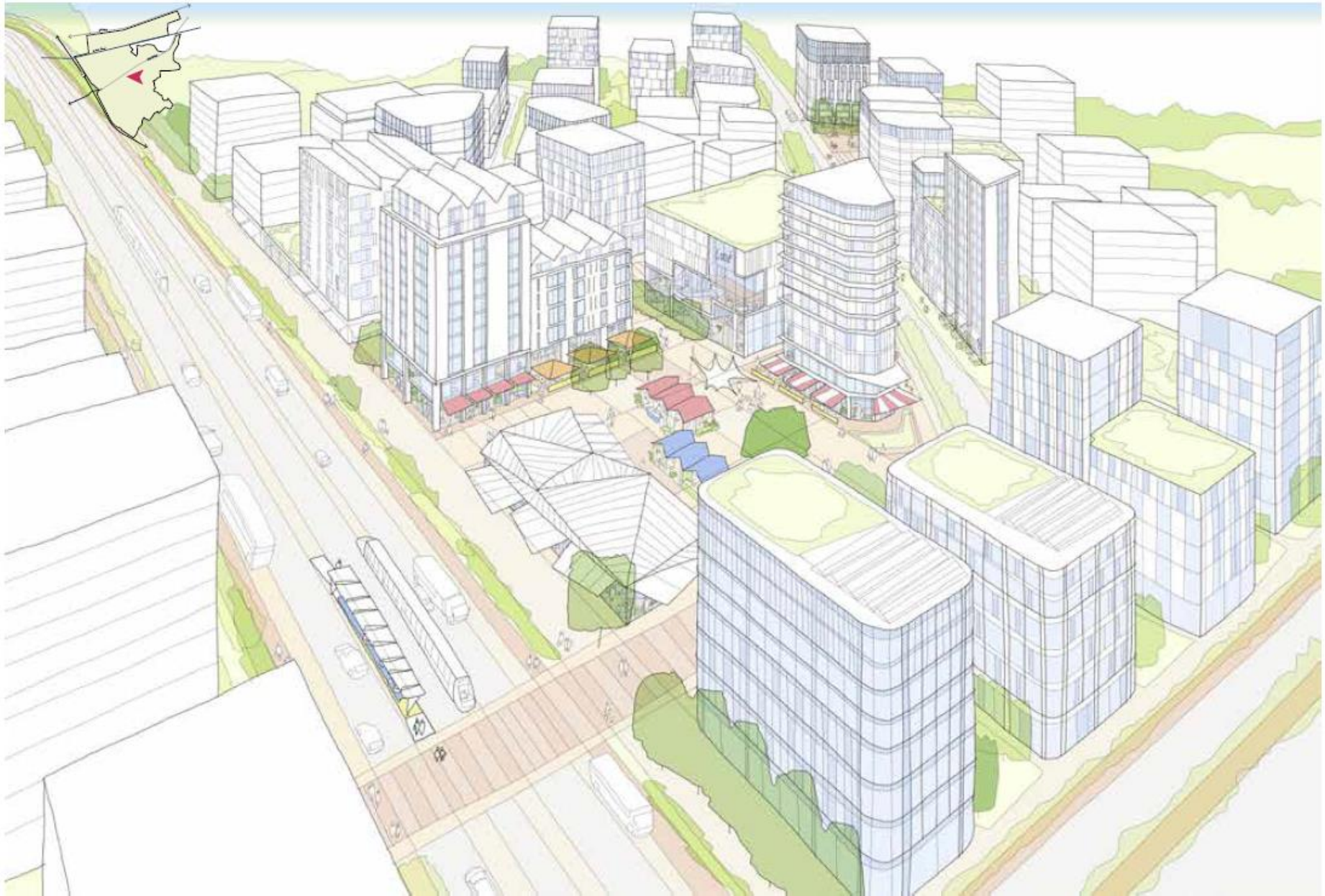


Figure 324. Indicative Spatial Diagram of the Red Cow District

Visualisation of New Luas Stop along the Naas Road and the Adjacent Development



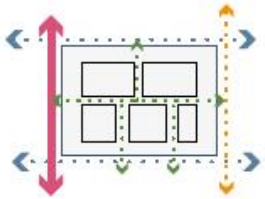
11.10.3 CHERRY ORCHARD - SPATIAL LAYOUT

Principal Proposed Spatial Elements

1. Grand Canal High Street
2. Grand Canal Greenway
3. Re-Naturalised River Camac Corridor
4. Upgraded Pedestrian Railway Crossing
5. New Canal Crossing (Pedestrian)
6. New Canal Crossing (Pedestrian & Active Travel

Figure 331. Movement in the Cherry Orchard District

Super Block Structure:
Within a proposed mixed-used 'super block', the structure would keep arterial and higher order roads on the periphery, leaving the inner roads to be car free with the exception of emergency access & servicing.



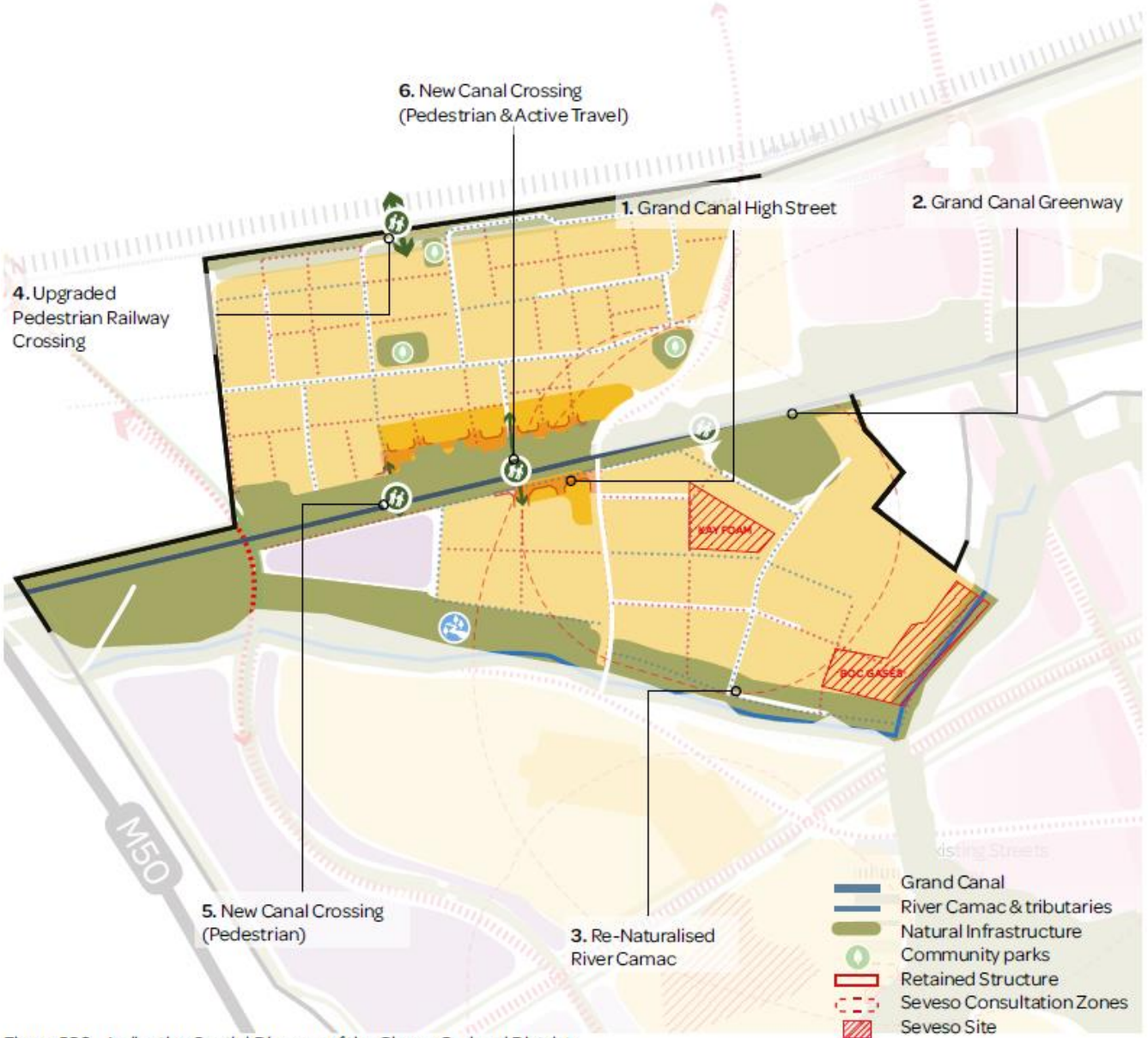


Figure 332. Indicative Spatial Diagram of the Cherry Orchard District

Visualisation of New Local High Street along the Grand Canal

GREENHILLS DISTRICT

11.11.3 GREENHILLS DISTRICT SPATIAL LAYOUT

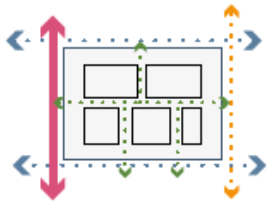
Principal Proposed Spatial Elements

1. Tymon to Phoenix Greenway
2. Calmount Road High Street
3. Outer Orbital Transport Hub
4. Walkinstown Local Centre / Node
5. Pedestrian & Cycle Crossing of M50
6. Outer Orbital Corridor
7. Walkinstown Eco Park
8. River Camac Corridor
9. Luas Lucan Extension

Figure 339. Movement in the Greenhills District

Super Block Structure:

Within a proposed mixed-used 'super block', the structure would keep arterial and higher order roads on the periphery, leaving the inner roads to be car free with the exception of emergency access & servicing.



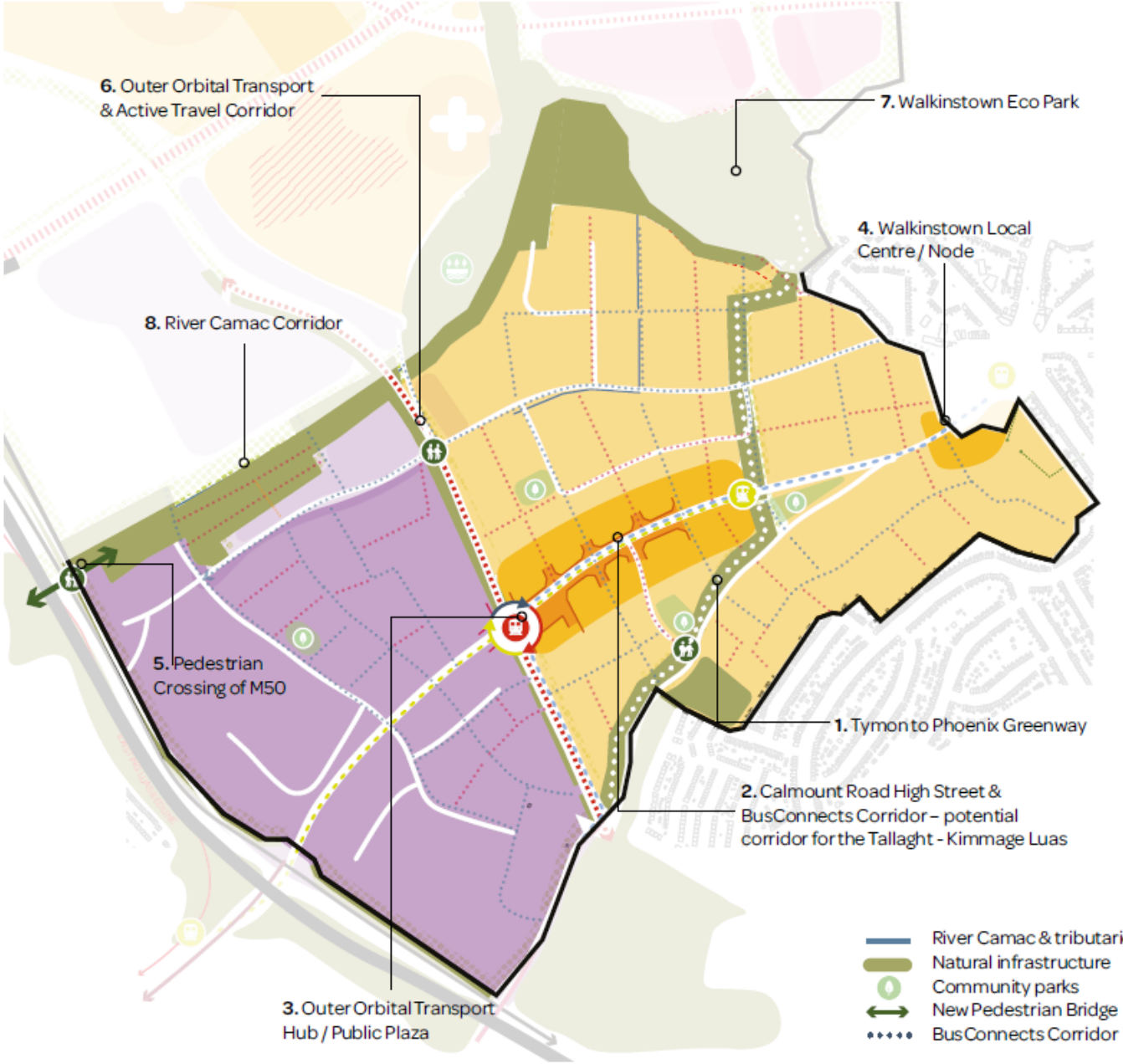
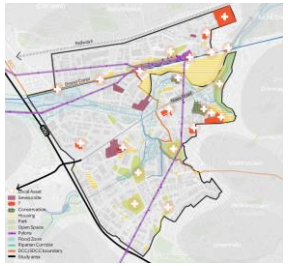


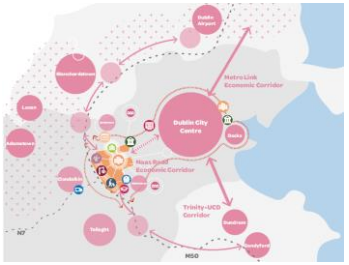
Figure 340. Indicative Spatial Diagram of the Greenhills District

Visualisation of Calmount Road Local High Street

Delivery

Planning Process Next Steps





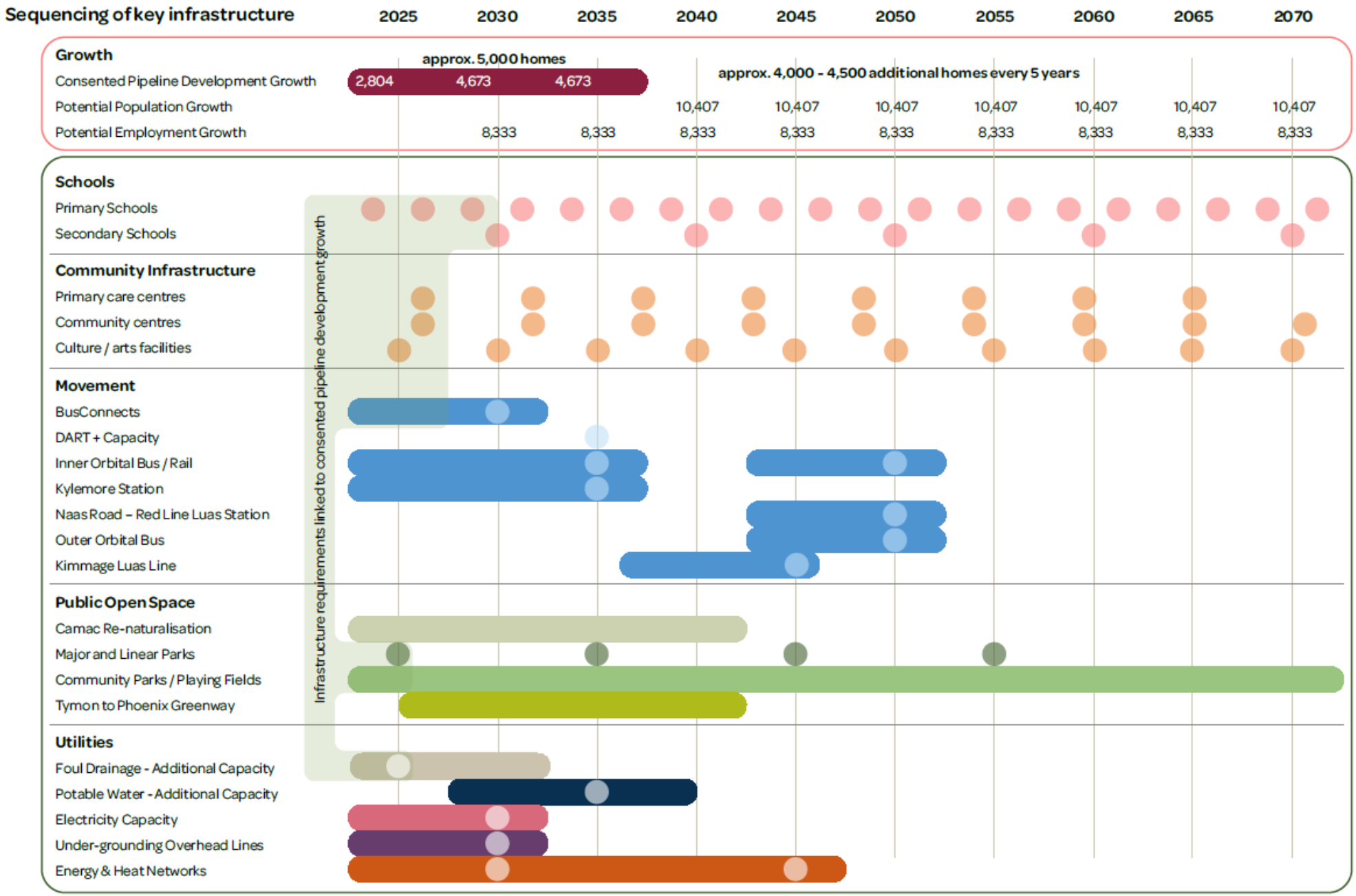
Development Plan Variations

- SDCC and DCC will both progress with Development Plan variations in 2022.
- For SDCC, the purpose of the variation is to provide a statutory footing for the consideration of planning applications, in the interim until there is a statutory plan.
- For DCC, the purpose of the variation is to align Development Plan land-use zoning with the City Edge vision.

Statutory Plan

- Following the variations, both Councils intend to jointly progress a transboundary statutory plan.
- This will be either a Local Area Plan (LAP) or Urban Development Zone (UDZ) Planning Scheme (should legislation providing for this be enacted).
- All necessary environmental reports including AA, SEA and SFRA will be prepared.
- A number of background studies will inform the statutory plan including (but not limited to):
  - Energy Management and Energy Provision Feasibility Study
  - A detailed Building Height and Density study;
  - An Employment Space study / Employment Opportunity study;
  - A Housing Needs Demand Assessment.

12.4 SEQUENCING OF STRATEGIC INFRASTRUCTURE



Development Areas over the Years 0 – 15 and Associated Strategic Infrastructure

Figure 344. Development areas over the first 0–15 years

City Edge-wide projects			
Requirement	**0-15 years**	**Longer Term**	
Flooding, Drainage and Foul water	Local upgrades to free up capacity within the 9B sewer network.		
	Full 9B sewer upgrade.		
	Strategic SuDS network.		
Potable water	Local upgrades*	Parteen Basin scheme	
Energy and Electricity	Local upgrades to the electrical network*	New electrical substations and networks *	
	Support the decarbonisation of the electrical grid	Support the decarbonisation of the electrical grid, provide new electrical substations and deliver integrated energy networks and storage systems	
Community Parks	1*	2*	
Local Centre and Services	Commence delivery of a major new centre including new retail and associated services supporting high street uses along and around Kylemore Road	Comprehensive delivery of a major new centre	

*approximation based on expected quantum of development during that time period
** approximate equal split assumed between early and later phases based on anticipated development in first 15 years
– Infrastructure required but currently no progress has been made in delivering this infrastructure'
– Infrastructure required, and currently under consideration outside the City Edge framework
– Infrastructure required and In place / enhancement required

Longer Term Development Areas over 15+ Years

On-Going Industrial Intensification

Strategic Infrastructure in relation to Growth

Cherry Orchard District		
Requirement	**0-15 years**	**Longer Term**
Schools & community infrastructure**	400-600 primary school places*	1,400-1,600 primary school places*
	300-400 post primary school places*	900-1,100 post primary school places*
	1 primary care centre*	2 primary care centres*
	20-30 childcare facility places*	80-90 childcare facility places*
	1 community centre*	1 community centre*
Public Transport	Bus Connects (planned)	Outer orbital & interchange with BusConnects
Active Travel	Proposals included in Bus Connects	Full active travel network
	Segregated cycleways on New Nangor Road & Killeen Road	
Energy and Electricity	Underground east-west overhead lines, western portion	
Strategic Parks & Waterways	River Camac Re-naturalisation (in part, western portion)	Green space at New Nangor Road adjacent to M50*
	Grand Canal Linear Park (western portion)	
Community Parks	1*	2*
Local Centre and Services	New retail, and other supporting high street uses along the Grand Canal	Comprehensive delivery of a major new centre

Red Cow District		
Requirement	**0-15 years**	**Longer Term**
Schools & community infrastructure**	300-400 primary school places*	900-1,100 primary school places*
	200-300 post primary school places*	600-800 post primary school places*
	1 primary care centre*	1 primary care centres*
	10-20 childcare facility places*	50-60 childcare facility places*
	1 community centre*	1 community centre*
Public Transport	Bus Connects (planned)	Outer orbital & interchange with BusConnects
	Luas stop on Naas Road, including crossing	
Active Travel	Proposals included in Bus Connects	Full active travel network
	Segregated cycleways on Naas Road and Oak Road	
Energy and Electricity	Underground north-south overhead lines, northern portion	
Strategic Parks & Waterways	River Camac Re-naturalisation (in part, western portion)	
Community Parks	1*	2*
Local Centre and Services	New retail, and other supporting high street uses around Knockmitten Lane	

Example of Strategic Transport Infrastructure Detail

Project description	Actor / Stakeholder	Process	Sequencing	Timelines	Benchmark Costs	Recommendations
BusConnects services provision	NTA	National Transport Authority (NTA) lifecycle Phase 6: Implementation	Project underway	2022-2025	Not costed as project is underway by NTA	
Local bus priority interventions: S4 Corridor (Kylemore Road) G1 Corridor (Parkwest Avenue)	NTA / SDCC / DCC	National Transport Authority (NTA) lifecycle Phase 1: Scope & Application	Suggested early interventions to improve existing public transport priority and enhance accessibility to stations by active mode	2022-2025	Kylemore Road 12 - 24m Parkwest Avenue €6 - 8.4m	Integrate with utility works where practicable
BusConnects CBC07 Infrastructure (New Nangor Road)	NTA	National Transport Authority (NTA) lifecycle Phase 4: Legislative Process	Project underway	2026-2030	Not costed as project is underway by NTA	NTA, Irish Water, OPW to discuss relationship between BusConnects, 9B Sewer and River Camac upgrades and BusConnects - potential to co-ordinate Works
BusConnects CBC0809 Infrastructure (Greenhills)	NTA	National Transport Authority (NTA) lifecycle Phase 4: Legislative Process	Project underway	2026-2030	Not costed as project is underway by NTA	
Naas Road - Parrallel Service Roads and Junction Enhancements Red Cow to Hamburger Junction	SDCC / TII / NTA	Part 8 Application as road is local authority designated	Suggested intervention to improve multi-modal access along Naas Road, enabling works for new development, new Luas stop	2026-2030	€15.6 - 24m	Integrate with utility works where practicable and create passive provision for future utility connections
Active Travel – primary and secondary route at-grade upgrades	NTA / SDCC / DCC	National Transport Authority (NTA) lifecycle Phase 1: Scope & Application	Ongoing over next 10 year period as per GDA Strategy	2026-2030	€18 - 24m	Develop a pipeline of continuous improvements. Integrate with utility works where practicable and create passive provision for future utility connections
Active Travel – new canal, rail, M50 crossing upgrades	NTA / TII / SDCC / DCC	National Transport Authority (NTA) lifecycle Phase 1: Scope & Application	Ongoing over next 10 year period as per GDA Strategy	2026-2030	€24 - 36m	

Priority Actions for City Edge

1. Statutory Plan and CDP Variations	Progress Variations to the SDCC and DCC Development Plans, with the purpose of providing a statutory footing for assessment of planning applications, in the case of SDCC; and to address land use zoning changes, in the case of DCC. The intention is that both Councils will also jointly progress a transboundary statutory plan that would provide more detailed policies. The type of plan will need to be determined in due course but would likely be either a Local Area Plan or an Urban Development Zone Planning Scheme.
2. Urban Development Zone	Engage with the DHLGH regarding bringing forward legislation providing for UDZs and explore the potential of future designation for City Edge.
3. Review of SPPRs	Engage with the DHLGH to review certain SPPRs and to garner support for a bespoke approach to housing policy and guidance within City Edge, informed by HNDAs.
4. HNDA	Investigate the potential for preparation of a HNDA for City Edge as a single catchment area spanning the SDCC and DCC boundaries.
5. RSES Figures	Liaise with the Eastern and Midland Regional Authority to ensure long term RSES housing figures account for future City Edge growth.
6. Foul Capacity	Agree a programme of local interventions to free up current and additional foul network capacity.
7. 9B Upgrade	Work with Irish Water to plan for the upgrade of the 9B sewerage system.
8. Kylemore Station	Arrange for the assessment of the proposed Kylemore Rail station to be progressed through Iarnrod Eireann (IE) engaging with the relevant stakeholders, as per NTA undertaking.
9. New Luas Stop	Arrange for the assessment of the proposed Naas Road Luas stop to be progressed through TII engaging with the relevant stakeholders, as per NTA undertaking.
10. Undergrounding Overhead Lines	Carry out further engagement with ESB Networks and Eirgrid with a view to initiating a feasibility study for the undergrounding of overhead lines.
11. Camac Renaturalisation	Engage with the OPW and Environment sections of DCC and SDCC regarding progressing the Camac Flood Alleviation Study with a view to aligning implementation of the flood alleviation scheme and City Edge development timelines.
12. First Park	Commence a feasibility study to deliver the first sizable park enhancement (a new park and/or enhancement to an existing park) around the Kylemore area, including defining the exact location, layout, land assembly requirements, cost and funding options.

Priority Actions for City Edge

13. Bus and Active Travel	Support the planned delivery of BusConnects through City Edge, but in addition, engage with the NTA with a view to ensuring additional high frequency bus services and enhanced active travel measures are delivered in a timely fashion to serve City Edge, in particular early development areas which are likely to be within Naas Road and Kylemore Districts.
14. Inner Orbital Route	Engage with the NTA with the aim of progressing the design and delivery of street works along the Inner Orbital route to facilitate enhanced bus services and safeguard land for future potential light rail services, including examination of possible funding mechanisms.
15. Energy Network	Carry out a detailed Energy Management and Energy Provision Feasibility Study and as part of this work engage further with Codema.
16. Seveso Sites	Progress the preparation of Risk Contour mapping for the lower tier Seveso sites and obtain further clarity on development within risk zones either via the HSA or if necessary, the engagement of consultants.
17. Community Parks	Prepare a strategy for delivery of community parks to inform the Statutory Plan for City Edge.
18. Land Acquisition	Work with both local authorities, Central Government and state agencies to identify and secure funding to proactively acquire lands in the area to facilitate the delivery of new homes and mixed-use development.
19. Land Assembly	Access to funding should be available from the state to enable the local authorities to assemble land (including through the use of CPO powers) to facilitate the delivery of strategic infrastructure.
20. Support for Business Relocation	Consider a regional approach to the zoning of land for industrial purposes to facilitate the relocation of existing industrial uses from this land to less central locations. State ownership of a strategically zoned area of industrial land could play a significant role in facilitating the relocation of existing businesses not just from City Edge but a range of other centrally located industrial estates.
21. Funding and Financing	Carry out a comprehensive analysis of potential infrastructure funding and financing mechanisms. This can include, for example, access to grant funding, cheap financing, state incentives, tax relief and tax Increment Funding.
22. Stakeholder Engagement	Prepare a stakeholder engagement programme for the next phase of the City Edge planning process.
23. Engagement with LDA	Engage with the LDA in supporting the regeneration of lands at Inchicore identified for transfer to the LDA.
24. Governance	Prepare a governance strategy incorporating a full options analysis.

Questions?

Figure 63. Illustrative spatial configuration and character map