

# CITY EDGE PROJECT



  
Comhairle Contae  
Átha Cliath Theas  
South Dublin County Council

  
Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council



  
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**City Edge**  
LUPT SPC  
5<sup>th</sup> October 2023

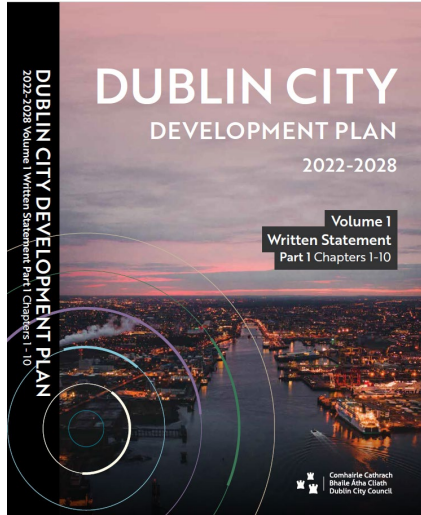


Rialtas  
na hÉireann  
Government  
of Ireland

Tionscadal Éireann  
Project Ireland  
**2040**



# Proposed Development Plan Variation



- SDCC to propose Variation to County Development Plan 2022-2028
- Purpose is to:
  - Provide a statutory basis for provisions of Strategic Framework
  - Refine provisions of Strategic Framework to provide more detailed planning and design guidance
- DCC to also undertake Variation to DCC CDP to provide statutory basis for Strategic Framework and to align land use zoning within DCC area with Strategic Framework vision
- Consultants' services (Macreanor Lavington and sub-consultants) extended to carry out background studies to inform Variations – work has commenced
- **Refine the Strategic Framework Provisions**
  - Provide further area-wide urban design guidance and analysis
  - Provide updated district level urban design guidance (for each of the five districts in the SF)





# Proposed Variation

## Variation – Iterative Direction (Draft)

- a) Urban framework for area
- b) Land use approach (requirements for mix of uses)
- c) **Sample typologies for mixed use (how to deliver mixed use)**
- d) Residential and non-residential capacity (units/ employment floorspace)
- e) Distribution of social infrastructure (e.g community centre & education)
- f) **Parking strategy (Storage hubs)**
- g) Location and approach to open space provision (on site, local and district)
- h) Estimated foul capacity demand
- i) Phasing approach (Infrastructure requirements for unit bands)
- j) **Sequencing of regeneration (Priority areas)**
- k) Development management standards/requirements

- Overview of direction on Transport, Priority Development Areas & Types of Development

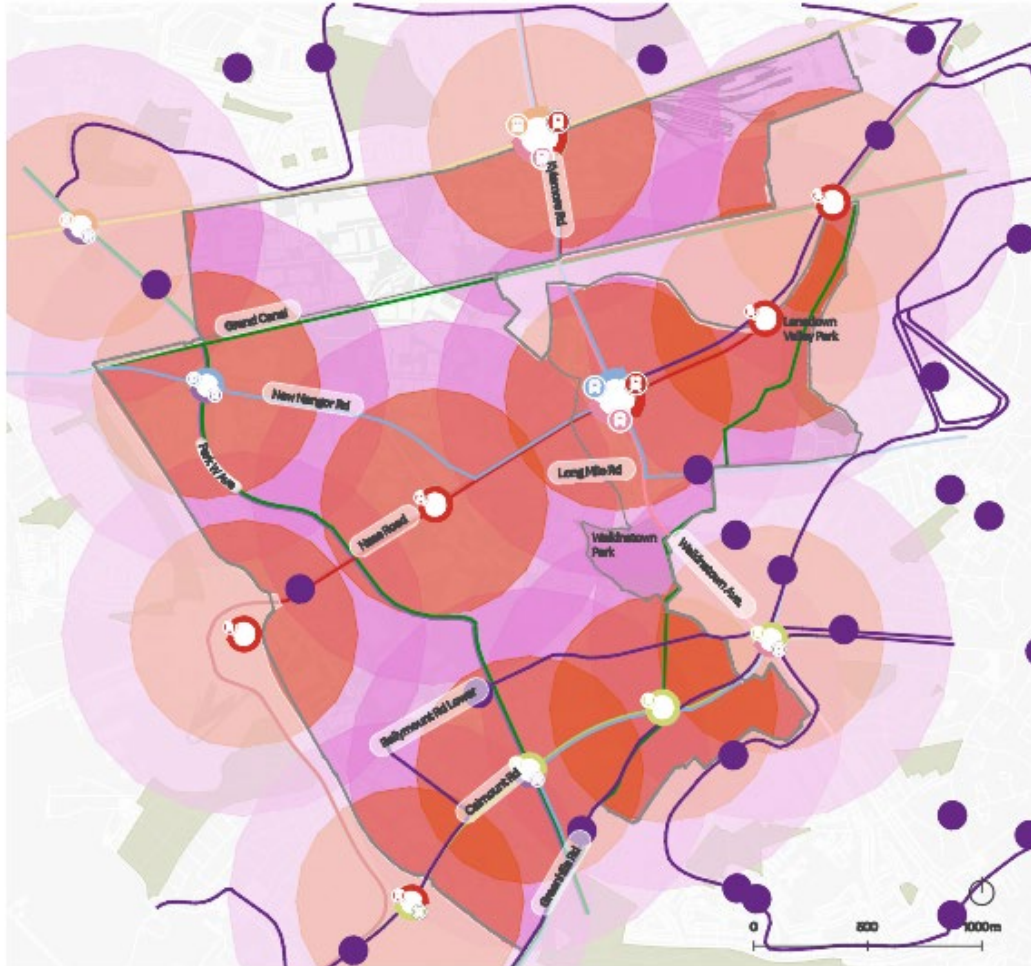
Next SPC – Open space and social infrastructure





# Proposed Variation – Public Transport Accessibility

## **PUBLIC TRANSPORT RADII AND ISOCHRONES**



500m/800m Radius from proposed transport hubs

Existing and Planned

- New Luas stop
- New Railway Station
- Bus Connects planning applications

Level of Public Transport accessibility linked to intensity of planned development (height/density/plot ratio/floorspace)

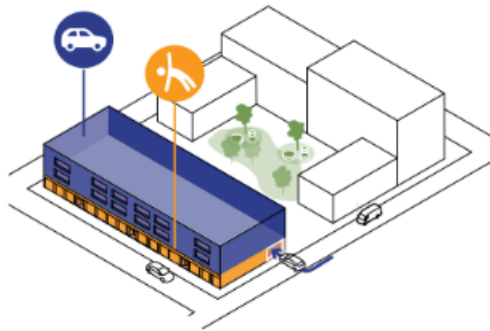


# Car Parking – Draft Approach

## PARKING STRATEGY

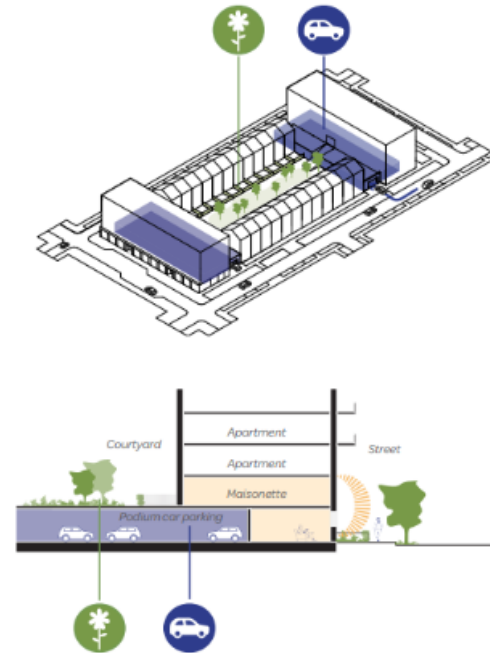
### 1. Collective car storage

- Designed to allow for future adaptation for other uses or re-use elsewhere.
- Active uses on the ground floor facing public realm.



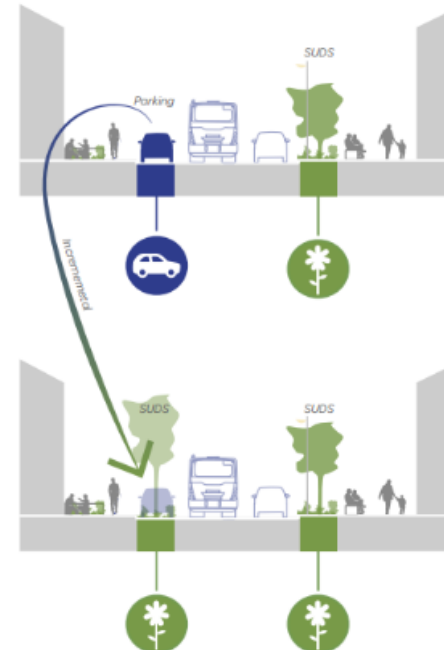
### 2. In Curtilage

- Incorporated into plot design to minimise its impact on buildings and public realm them.
- Set back and wrapped with residential or active frontage on the ground floor.



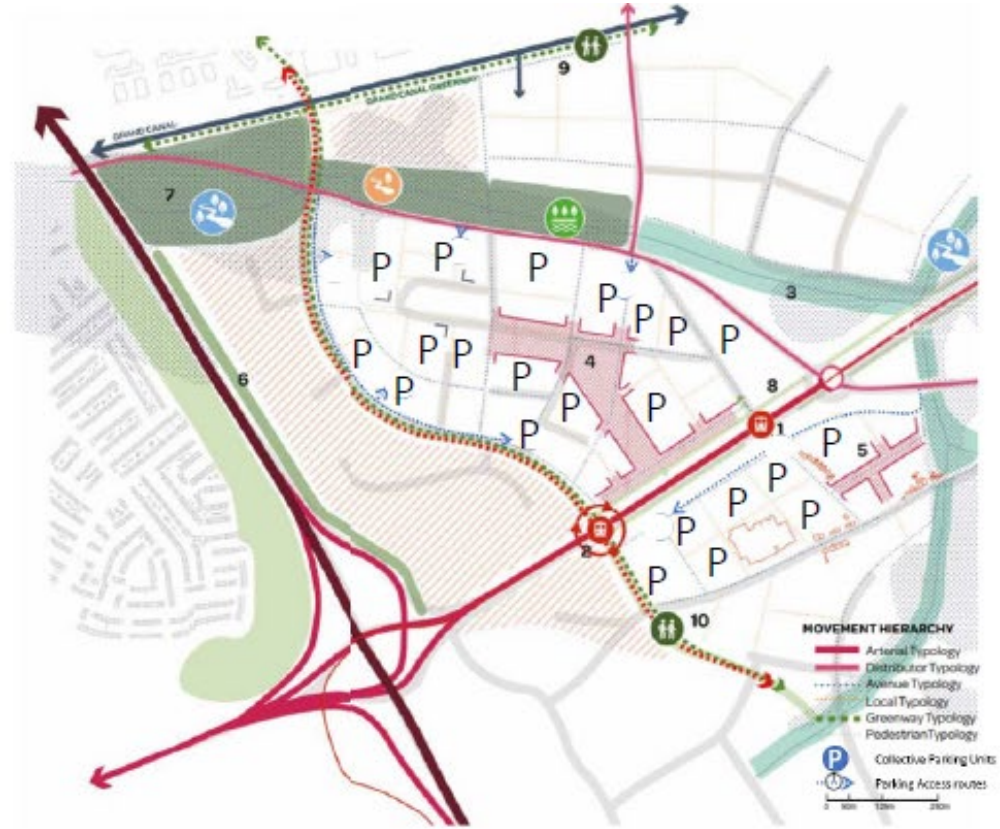
### 3. Phased Street Parking → SUDS

- Integrated with the public realm and does not compromise or dominate it.
- Parking becomes SUDS on street as consolidated car storage are built and parking is relocated.





# Car Parking – Draft Approach



- Car Storage/ Bicycle facilities – planned as a land use and not associated with other uses
- Enable higher car parking ratio in the interim as public transport accessibility develops and lower ratio/ near zero in medium to long term



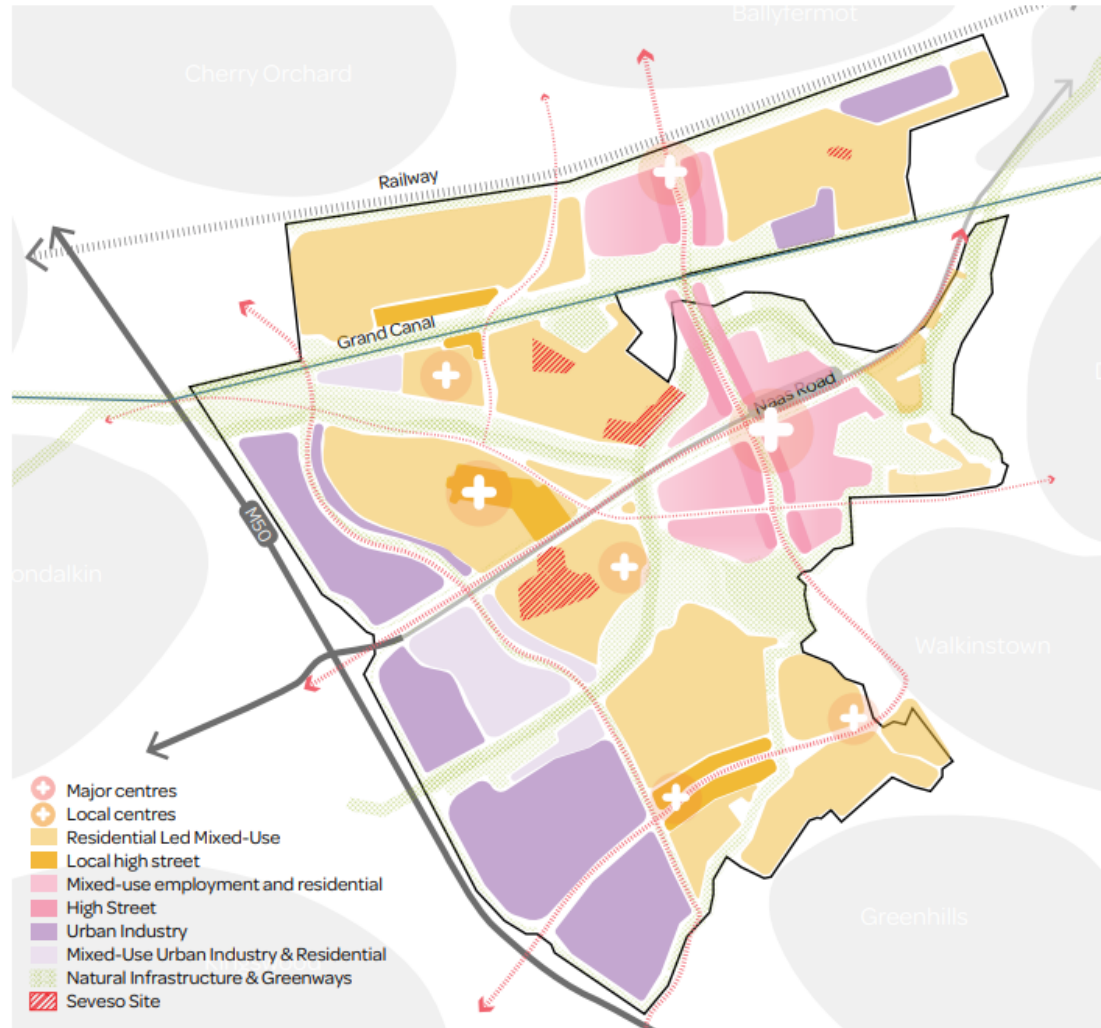


# Proposed Variation – Typology

## TYOLOGIES INITIAL DEVELOPMENT

### Strategic Framework

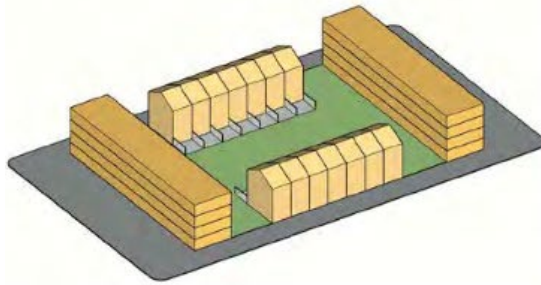
- Residential neighbourhoods
- High-streets / local high streets
- Employment
- Urban industry
- Co-location of residential and industry / employment





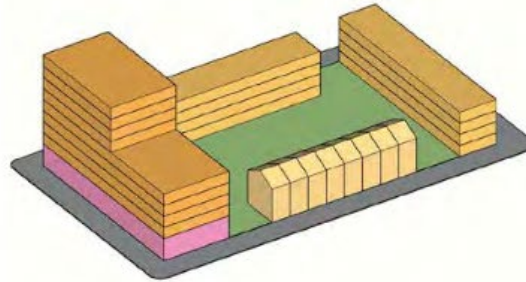
# Proposed Variation – Typologies

## RESIDENTIAL-LED TYPOLOGIES



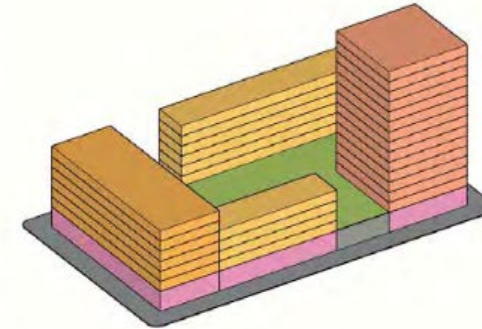
### Low-medium density

- Mix of terraced housing and gallery access
- 100-175 DPH
- 1.2-1.5 FAR
- Plot depth: 40-60m



### Medium-high density

- Mixed-typology urban block
- 175-250 DPH
- 1.5-2.0 FAR
- Plot depth: 50-75



### High density

- Podium block
- 250+ DPH
- 3.0+ FAR
- Plot depth: 60-90m

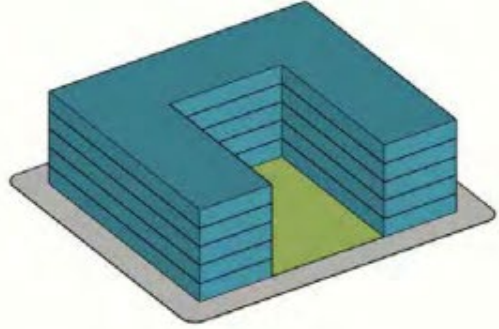
- Tower
- Terraced houses
- Gallery access
- Linear block
- Shared amenity
- Commercial





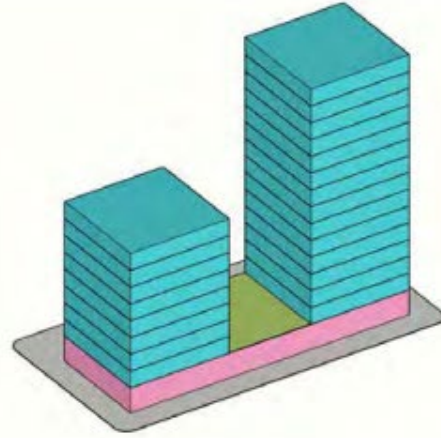
# STAND-ALONE OFFICE / EMPLOYMENT

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## Linear office block

- Can be arranged in a linear, L-shaped, U-shaped configurations
- Suitable for employment / urban industry centres
- 5-8 storeys



## Point office block

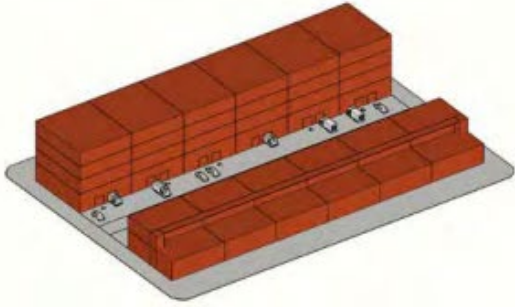
- Podium structure to accommodate amenity, servicing, active frontages
- Suitable for density employment / urban industry centres with good transport
- 8+ storeys



- Linear office block
- Office tower
- Podium car park
- Gallery access apartments
- Double loaded corridor
- Green space
- Commercial

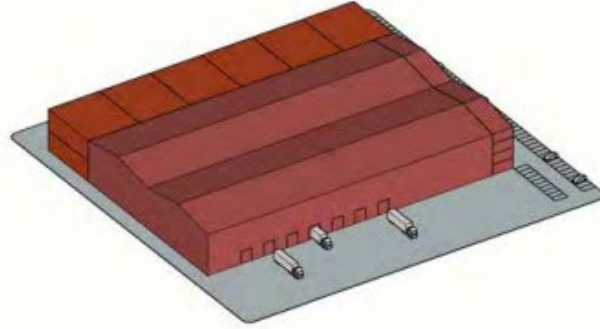
## STAND-ALONE URBAN INDUSTRY (INTENSIFIED)

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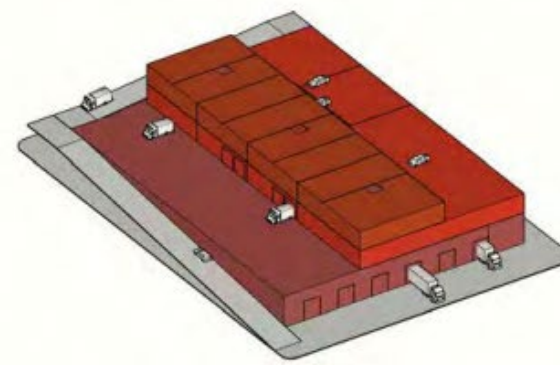
### **XS - S light industrial units**

- Suitable for workshops, maker spaces, creative industry and light manufacturing



### **Small industrial colocated with M/L units**

- Small industrial create active edges and buffer to larger industrial units



### **Medium and large co-located industry**

- Larger ground floor industrial unit with small and medium units accessed by ramp (LGV only)



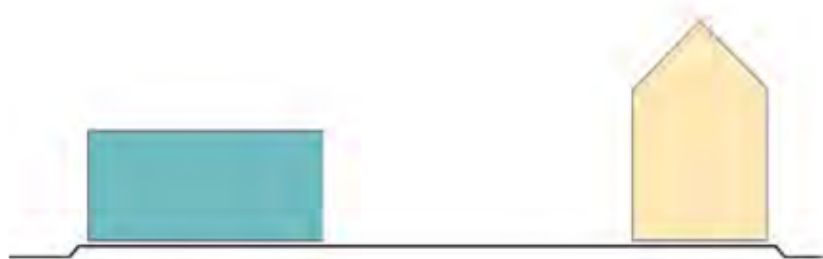
# APPROACH TO CO-LOCATION

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## I. Stand alone employment use.

Industrial and residential use are side by side on adjacent plots. This type requires a transitional zone between uses – an open space such as street.



## II. Horizontal mix.

Employment uses and residential share the same plot. A transitional zone is not required or is substituted by good insulation of the employment uses. This is split into three sub-categories: independent; interlocked; and enclosed.

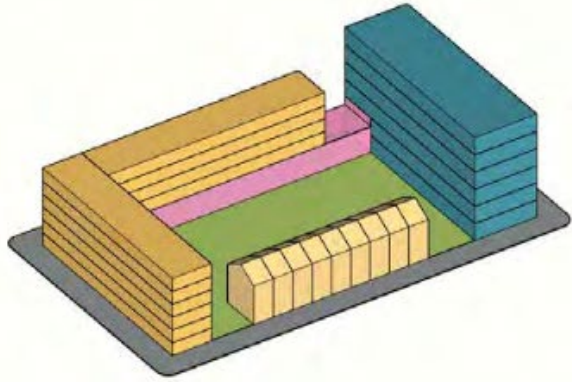


## III. Vertical mix.

Employment uses and residential are stacked. A transitional zone is not required or is substituted by a buffer floor between the uses.

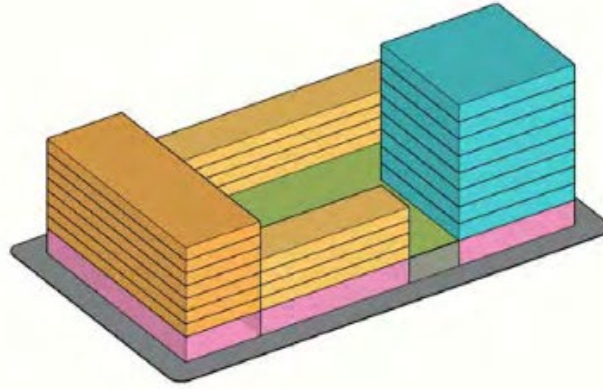


# OFFICES CO-LOCATED WITH RESIDENTIAL



## Linear office block co-located with residential

- Mix of terraced housing and gallery access alongside linear office block
- Suitable for high-street / edge conditions to centres or urban industrial areas



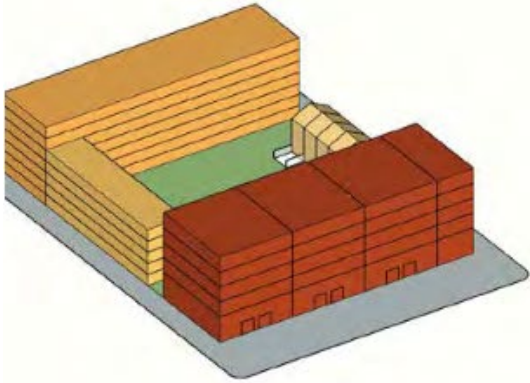
## Podium block: offices collocated with residential

- Mix of gallery access, double loaded corridor block alongside office tower
- Suitable for edge conditions between higher density employment centres and residential neighbourhoods



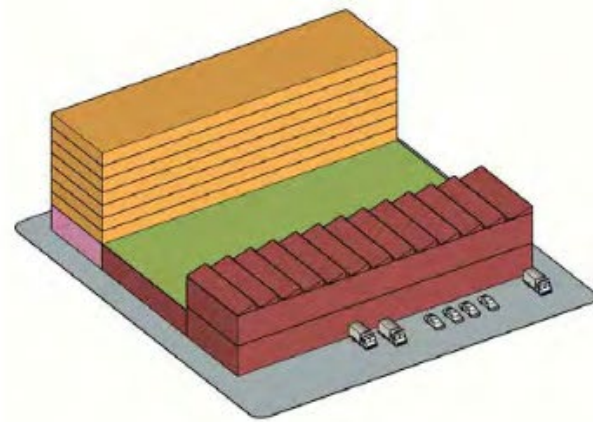
- Linear office block
- Office tower
- Podium car park
- Gallery access apartments
- Double loaded corridor
- Green space
- Commercial

# INDUSTRY CO-LOCATED WITH RESIDENTIAL OR OFFICES



## XS/S light industry collocated with residential

- Suitable for lighter industrial uses such as creative studios, small-scale manufacturing, printing, ect



## M/L industrial collocated in urban block

- Suitable for light industrial uses that require significant footprint such as wholesale and distribution
- Considerations for access and servicing



- Industry
- Gallery access apartments
- Double loaded corridor
- Green space
- Commercial





# Proposed Variation – Priority Development Areas



- Refine the identified early development areas in the Strategic Framework
- Priority areas based on public transport accessibility, linkage to existing environment and constraints
- Provide a sequencing policy with integrated phasing of infrastructure

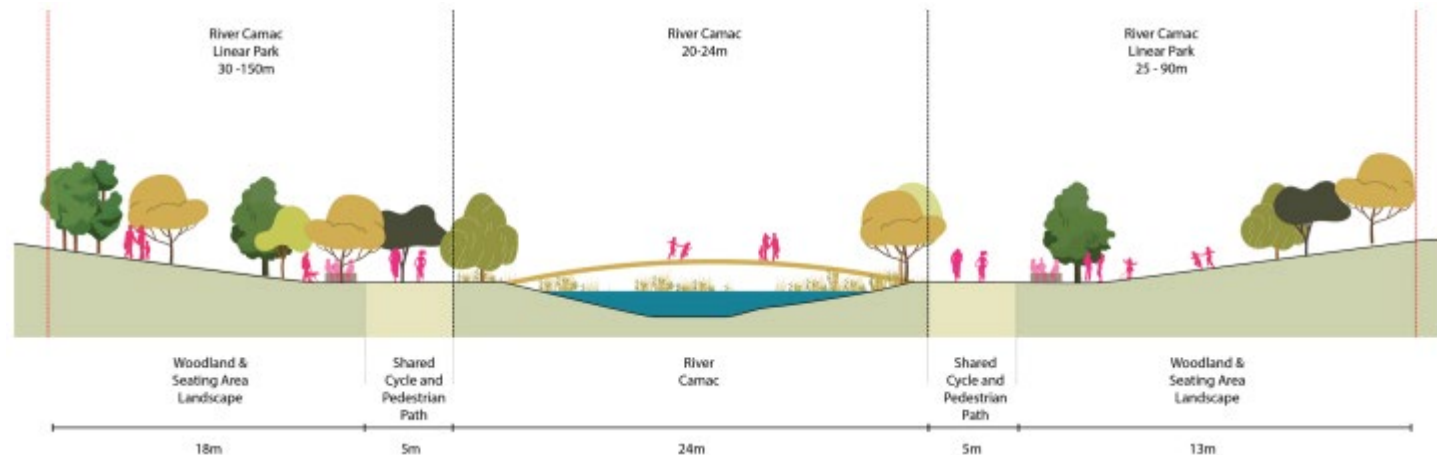
Figure 350. Focuses of development across each district over the first 0-15 years



# Environmental Reports for Variations



- **SEA and AA Screening** was carried out at non-statutory Strategic Framework stage.
- SEA and AA processes commenced for statutory **Variation/Plan stage.**
- **Screening and scoping** carried out
- Consultation with prescribed bodies; comments incorporated
- To be followed by Natural Impact Statement and Strategic Environmental Assessment
- Process will be parallel and iterative to plan-making
- Updated **Strategic Flood Risk Assessment** will be carried out





# Further Studies informing Variation

## Ongoing stakeholder consultation with NTA, LDA, HSA, ESB/Eirgrid & IW

### First Park

- Grant Associates engaged to undertake feasibility study for first large park involving:
  - Appraisal, vision, high level concept plan
  - Delivery strategy, high level cost benchmarking, funding opportunities

### Power Lines

- Technical brief for Feasibility Study into undergrounding of overhead high voltage electricity cables prepared in conjunction with LDA. Tender for Feasibility Study set to commence - expected study duration 4 months.

### Seveso

- Addition of a Seveso specialist consultant to the project team to assist with planning of areas adjacent to the Seveso sites

### Energy

- Codema engaged by SDCC/DCC to undertake energy management and provision feasibility study
- Report will set out policy-based recommendations and conclusions





# Timeline for SDCC Variation

- Further presentations to SPC
- Commencement of statutory process after the Local Elections 2024
- Briefing of Elected Member before commencement of statutory process
- Public Consultation on the Proposed Variation to be at least 4 weeks
- CE report on Public Consultation to the Elected Members
- Members consider CE Report and make, modify or refuse Variation
- Material Alteration to Variation (including SEA/AA) (if any)
- Further Public Consultation, CE Report and consideration by Elected Members

## Estimated Timeline:

Commence Public Consultation in September 2024

- a). No Material Alteration – Variation decision in December 2024
- b). With Material Alterations process – Variation decision in March 2025

