



SUBMISSION TO THE REVIEW OF SANDYFORD URBAN FRAMEWORK PLAN

Prepared on behalf of
**Sandyford BID CLG t/a
Sandyford Business District**

August 2025

EXECUTIVE SUMMARY

This submission is made on behalf of Sandyford BID CLG t/a Sandyford Business District in response to the ongoing review of the Sandyford Urban Framework Plan (SUFP). The submission has been prepared by John Spain Associates, Planning and Development Consultants.

As set out in the consultation document, **Sandyford – A New Vision:**

“dlr is now embarking on an ambitious and transformational review of the SUFP, with a view to ensuring the best possible use of scarce urban lands and to support a world-class, vibrant, mixed use and sustainable place for people to live, work and play within thriving communities and neighbourhoods with a sense of place.”

The submission supports a recalibrated land use framework that moves beyond mono-functional zoning towards a more integrated urban model. The SUFP Review presents a timely opportunity to amend land use policy through mechanisms such as a revised zoning matrix and the introduction of a bespoke mixed-use zoning category.

KEY OPPORTUNITIES:

Employment & Business Development

Under **Employment**, this submission highlights the need to maintain Sandyford Business District's status as a premier business location. It advocates for the provision of **additional office space** to accommodate future employment growth, alongside **greater flexibility on building heights** to facilitate appropriate development. To support innovation and entrepreneurship, this submission proposes dedicated **Startup and Incubator Hubs** for new and scaling businesses. Additionally, the development of a **purpose-built Conference Centre** is recommended to enhance Sandyford Business District's profile as a centre for business activity and to stimulate wider economic development.

Residential

Under the theme of **Residential**, this submission highlights the need for a balanced mix of uses to strengthen Sandyford Business District as a sustainable and liveable district. It advocates for **alternative zoning provisions** to enable additional **residential development**, supporting future growth while fostering a strong local community. This approach aligns with the principles of the **15-Minute District**, ensuring that housing, employment, services, and amenities are accessible within a short distance, thereby promoting a vibrant and integrated urban environment.

Retail & Services

Under **Retail & Services**, this submission emphasises the importance of diversifying Sandyford Business District's offer to support both business activity and community life. It advocates for **planning and zoning measures** to facilitate additional **hotels**, catering to business and leisure visitors and strengthening the district's appeal. This submission also highlights the potential of a **vibrant night-time economy**, supporting a mix of evening and cultural activities to enhance the district's attractiveness, extend hours of activity, and contribute to a dynamic and sustainable urban environment.

Community Facilities & Social Infrastructure

This submission for the Sandyford Urban Framework Plan highlights the importance of enhancing community infrastructure to support social interaction, recreation, and cultural activity. Central to this is the provision of an additional **Civic Park on Corrig Road** and the development of a **Civic Centre**, creating focal points for civic and community life. This submission also advocates for the delivery of **public sports facilities** (e.g. padel tennis, ultimate frisbee, and wall ball), an **amphitheatre** for open-air events and exercise, a **theatre/cinema**, and a **swimming pool**. In addition, this submission supports **public access to part of the Stillorgan Reservoir lands**, recognising their potential as a high-quality public amenity.

Connectivity & Transport

Under the theme of **Connectivity & Transport**, this submission emphasises the need for integrated and sustainable mobility solutions to support Sandyford Business District's growth. Key proposals include the introduction of a **"circle bus" service** linking the four business parks to improve internal connectivity and reduce reliance on private cars. This submission also calls for a more **cohesive network of cycle routes** and **safe, accessible walking routes** to encourage active travel. Furthermore, it recommends the establishment of a **Mobility Hub within each business park**, providing car hire, bike hire, and EV charging facilities to promote sustainable transport choices and support the transition to low-carbon mobility.

Sustainability & Climate Action

Under **Sustainability & Climate Action**, this submission advocates for the creation of a **Civic Park** designed to prioritise **biodiversity and sustainability**, incorporating native planting, solar panels, and other green infrastructure. It recommends that companies within the district be **incentivised and guided** to adopt climate-friendly practices, including vertical gardens, rooftop planting, and solar technologies. In alignment with the **Council's Climate Action Plan 2024–2029**, the submission emphasises the importance of **building energy efficiency measures** and the active promotion of available grants and supports to accelerate the transition to a low-carbon and resilient district.

KEY THEMES:

Since the adoption of the original SUFP, Sandyford Business District has consolidated its role as one of the foremost employment centres within Dún Laoghaire–Rathdown and the wider Dublin City & Suburbs, today accommodating over 26,000 workers across four interconnected business parks, supported by excellent transport accessibility via the Luas Green Line, Dublin Bus services, and the M50 corridor.

Census 2022 also confirms the parallel emergence of a growing residential community of more than 6,000 people—a near-doubling of population growth relative to County averages since 2016. While positive, this growth is placing pressure on a limited housing stock, with rising occupancy levels indicating tightening capacity and constrained choice. These dynamics underline both the attractiveness of Sandyford Business District as a place to live and the need for additional supply to ensure demand can be met sustainably.

Taken together, the Sandyford Business District dual trajectory of strong employment growth alongside an expanding but limited residential base illustrates its success to date, but also the need for a recalibrated framework. The updated SUFP must balance uses, optimise scarce serviced land, and embed regeneration, intensification, and mixed-use principles so that the District evolves into a resilient, vibrant, and sustainable urban quarter.

With most zoned employment lands now developed, the next phase of growth will depend on targeted regeneration and intensification of underutilised sites. Against this backdrop and in the context of the SUFP Review, this submission highlights the following points:

- **Employment Intensification:** Sustaining Sandyford Business District's role as a premier employment hub requires the delivery of modern, high-capacity office formats, regeneration of outdated stock, and the creation of a distinctive urban skyline that enhances the District's international profile and attractiveness to talent.
- **Increased Residential Provision:** The population–employment imbalance within Sandyford Business District remains stark, with over four workers for every resident. Expanding the local housing base is essential to address demographic pressures, reduce reliance on long-distance commuting, and embed the principles of compact growth and transit-oriented development. It will also support the evening & weekend local economy and support the viability of retail and local services.
- **Complementary Uses:** A greater breadth of retail, leisure, and community amenities is needed to underpin a vibrant, mixed-use quarter, strengthen placemaking, and ensure activity and vitality extend beyond working hours.
- **Efficient Land Use:** The SUFP should adopt a proactive approach to land use efficiency through regeneration frameworks, revised zoning tools, and targeted objectives that enable higher densities in appropriate locations, consistent with recent Departmental Guidelines on Sustainable and Compact Settlements.
- **Transport & Connectivity:** Strengthening internal and external linkages - particularly pedestrian, cycle, and public transport connections - will transform Sandyford from a collection of business parks into a coherent, permeable, and accessible urban quarter, fully integrated with its hinterland.
- **Utility Infrastructure:** The successful delivery of the next phase of growth depends on the timely provision of energy, water, telecommunications, and social infrastructure. Early alignment between planned development and infrastructure delivery will be essential to ensuring capacity keeps pace with demand.
- **Placemaking & Urban Design:** enhance Placemaking to create a vibrant mixed use destination that serves residents, employees and visitors.
- **Tourism & Hospitality:** leveraging its strategic location to cultivate a thriving tourism economy.

The submission directly supports **all** of the 22 Opportunities identified in the SUFP Review Brochure on pages 8/9, with a particular focus on 18 outlined on pages 15 and 16 of this document and aligns with 7 of its Key Themes, thereby reinforcing its consistency with national and regional policy frameworks including the Revised National Planning Framework (NPF) and associated Section 28 Guidelines.

In setting out this vision, Sandyford Business District has the potential to follow pioneering examples, where regeneration frameworks and targeted policy instruments enabled a transformation from mono-functional land use to a dynamic, integrated urban district of international standing. Through flagship regeneration projects, higher-capacity development, and a distinctive urban identity, the revised SUFP can position the District as a model for sustainable, transit-oriented, and resilient metropolitan growth-cementing its role as a world-class destination in which to live, work, and visit.

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1.0 INTRODUCTION

On behalf of our client, Sandyford BID CLG t/a Sandyford Business District, we welcome the opportunity to make this submission in respect of the Sandyford Business District area, as part of the ongoing review of the Sandyford Urban Framework Plan (SUFP) currently being undertaken by Dún Laoghaire-Rathdown County Council (DLRCC). This submission is made in the context of the non-statutory public consultation period, which commenced on 23rd June 2025 and is scheduled to conclude on 25th August 2025.

Sandyford BID CLG trading as Sandyford Business District was established in January 2017 to provide support for businesses within Sandyford Business District and those looking to relocate and invest in the District. The vision of Sandyford BID CLG is to establish the District as a world class destination in which to live, work and visit. Sandyford Business District extends across approximately 190 hectares and is bounded by Drummartin Link Road to the west, Foxrock to the east, Kilmacud to the north and Leopardstown in the south.

Sandyford BID CLG is a not-for-profit organisation governed by a dedicated pro-business voluntary board of directors. The organisation came into existence when businesses in Sandyford Business District voted in favour of establishing a Business Improvement District.

Every business, no matter how big or small, has an equal vote. The BID Levy contributions are solely for projects agreed upon by the voluntary task force members and the board of directors.

Sandyford BID CLG has a very clear idea as to how the district should evolve in terms of additional residential, additional office floor area, greater density, greater height, with the development of supporting amenities for existing and future residents to include pocket parks, restaurants, coffee shops, more active frontage at ground level in buildings, supported by cycleways and greater access within the District.

Sandyford BID CLG wishes to see Sandyford Business District become a world class vibrant sustainable integrated mixed-use area and this submission will outline the key provisions they request to be included in the new SUFP.

In summary, the key elements suggested to be considered in a revised SUFP are as follows:

- **Employment Intensification:** Sustaining Sandyford Business District's role as a premier employment hub requires the delivery of modern, high-capacity office formats, regeneration of outdated stock, and the creation of a distinctive urban skyline that enhances the District's international profile and attractiveness to talent.
- **Increased Residential Provision:** The population–employment imbalance within Sandyford Business District remains stark, with over four workers for every resident. Expanding the local housing base is essential to address demographic pressures, reduce reliance on long-distance commuting, and embed the principles of compact growth and transit-oriented development.
- **Complementary Uses:** A greater breadth of retail, leisure, and community amenities is needed to underpin a vibrant, mixed-use quarter, strengthen placemaking, and ensure activity and vitality extend beyond working hours.
- **Efficient Land Use:** The SUFP should adopt a proactive approach to land use efficiency through regeneration frameworks, revised zoning tools, and targeted objectives that enable higher densities in appropriate locations, consistent with recent Departmental Guidelines on Sustainable and Compact Settlements.

- **Transport & Connectivity:** Strengthening internal and external linkages - particularly pedestrian, cycle, and public transport connections - will transform Sandyford Business District from a collection of business parks into a coherent, permeable, and accessible urban quarter, fully integrated with its hinterland.
- **Utility Infrastructure:** The successful delivery of the next phase of growth depends on the timely provision of energy, water, telecommunications, and social infrastructure. Early alignment between planned development and infrastructure delivery will be essential to ensuring capacity keeps pace with demand.
- **Placemaking & Urban Design:** enhance Placemaking to create a vibrant mixed use destination that serves residents, employees and visitors.
- **Tourism & Hospitality:** leveraging its strategic location to cultivate a thriving tourism economy.

2.0 CONTEXT

The Sandyford Business District, extending to approximately 190 hectares, is one of the largest and most strategically significant employment centres in Dún Laoghaire–Rathdown. It brings together four interlinked business parks - Sandyford Business Park, Stillorgan Business Park, Central Park, and South County Business Park - forming a consolidated hub that accommodates more than 26,000 workers. **This concentration of multinational corporations, SMEs, and service providers underpins its role as a key driver of the County's economic base.** Accessibility is a core strength of the District, served by four Luas Green Line stops (Kilmacud, Stillorgan, Sandyford, and Central Park), multiple bus services, and direct proximity to the M50 motorway, reinforcing its regional connectivity.

Figure 2-1. SUFP Plan Area



Source: DLRCC 2025

Traditionally dominated by high-density office and light industrial uses, the area has, in more recent years, seen the introduction of a residential dimension, with Census 2022 recording a population of just over 6,000.

The housing stock across Sandyford is predominantly modern, with over 90% of dwellings built post-2000. This reflects the area's evolution as a compact, high-density urban centre. However, rising occupancy levels in residential sector highlight the sustained pressure on existing supply and the need to continue delivering new housing at scale to meet demand.

Planning activity within the Sandyford Business District further confirms its evolution towards a more mixed-use district. A number of large scale residential-led applications demonstrates market confidence in the area's capacity to accommodate housing to complement and reinforce its established and continued employment role. The overall trajectory is one of densification, integration, and diversification. Increasingly, residential uses are being recognised as necessary to support the employment function of the District, supporting its long-term vibrancy, sustainability, and alignment with compact growth principles.

3.0 LAND USE MIX

3.1 INTENSIFICATION OF EMPLOYMENT

Sandyford Business District currently accommodates over 26,000 workers and continues to attract major multinational and domestic employers, re-affirming its role as one of the County's foremost employment centres. Nearly fifteen years on from the adoption of the SUFP, much of the area has been built on, and the district is entering a more mature phase of development. The next stage of growth will therefore focus on intensification-delivering higher-capacity office formats and optimising the potential of remaining zoned lands. **In line with the Urban Development and Building Height Guidelines 2018, Sandyford BID CLG supports the introduction of an evaluated assessment of height and density, rather than the use of blanket numerical height restrictions, emphasising the need to achieve density in areas such as Sandyford Business District.**

This evolution aligns with emerging planning policy and contemporary concepts such as compact growth and transit-oriented development (TOD), which emphasise the efficient use of serviced urban land in locations supported by high-frequency public transport.

Beyond functionality, intensification also provides an opportunity to refine the urban design character of the District. The creation of a modern, distinctive skyline can serve as a visual marker of its status as a premier business district, reinforcing its international profile and appeal to global investors. Many pioneering cities demonstrate how carefully conceived vertical development contributes not only to efficient land use but also to place identity, signalling ambition, innovation, and competitiveness. For the Sandyford Business District, a considered approach to urban form and skyline composition can play a key role in talent attraction and in maintaining the district's position as a dynamic, future-oriented hub within the metropolitan region.

An August Knight Frank Report highlights current high vacancy levels and measures which will create a more attractive district for businesses, as outlined in further detail below. Such measures will encourage businesses to the area and in turn reduce vacancy and indeed stimulate further economic development.

3.2 INCREASED RESIDENTIAL

The NPF Implementation: Housing Growth Requirements, published in July 2025, provides statutory guidance under Section 28 directing planning authorities to revise housing targets in line with the Revised NPF. These Guidelines require planning for an average of approximately 55,000 new homes per annum nationally between 2025 and 2034.

For Dún Laoghaire-Rathdown, the annual target has increased from 3,085 units (as set out in the adopted CDP) to 3,585 units for the period 2025–2034 and 2,384 units for 2035–2040. In addition, up to 50% additional provision is permissible under Policy and Objective 2.

Meeting this level of growth **will require a proactive planning response, including the zoning of additional residential lands, optimising the development potential of existing lands, facilitating brownfield and infill regeneration, and enabling higher densities** in accessible, well-served locations. In alignment with NPO 7, this submission supports the intensification of underutilised serviced lands in Sandyford as a compact and sustainable approach to meeting the County’s revised housing obligations.

As noted in an August 2025 Knight Frank Report –

“There is a broad recognition that if the district is to remain a competitive location for job creation and investment, there must be a significant uplift in residential development. A failure to achieve this would mean that the district could lose its attractiveness, with other surrounding employment centres, where residential development is occurring at pace, becoming more favourable.”

Crucially, there is an increasingly **recognised mutual relationship between housing and employment in areas such as Sandyford Business District. Major employers now emphasise the importance of proximate housing options for their workforce, both to attract and to retain talent.** In this sense, residential provision is not simply a complementary land use, but a key element of the area’s economic competitiveness and long-term vitality. Without an adequate residential base, the District risks relying excessively on long-distance commuting, which undermines the principle of compact growth and places pressure on transport infrastructure. By contrast, strengthening the local housing offer would anchor the employment base more securely, enabling the District to evolve as a sustainable, attractive, and resilient urban district.

Knight Frank set out in an August 2025 report, key benefits of supporting residential development in the Sandyford Business District with the following table:

Theme	Key Points
Proximity to Employment	<ul style="list-style-type: none"> Greater housing provision within the District will reduce commuting times, curb traffic congestion and emissions and support a better work-life balance for employees. A closer match between jobs and housing provision will enhance workforce retention and local economic resilience in the District.
Realising the '15-Minute City' Vision	<ul style="list-style-type: none"> With its existing office, retail, hospitality and leisure amenities, the District is well-positioned to exemplify the 15-minute city model where residents can meet most of their daily needs within a short walk or cycle. Greater residential development in the District would complete this urban model, supporting sustainable transport choices and enhancing quality of life.
Catalyst for Community Infrastructure	<ul style="list-style-type: none"> A larger residential population in the District would justify the expansion of essential services (GPs, schools, childcare, cultural amenities). These services would not only serve residents but also enhance the daily experience of the workforce and visitors.
Activation of Public Realm	<ul style="list-style-type: none"> Greater residential development in the District would encourage activity beyond standard business hours, bringing vibrancy and safety to streets and public spaces in the evenings and on weekends. It would also enable the creation and maintenance of civic spaces such as parks, playgrounds and community centres in the District.
Supporting Infrastructure: Green Spaces and Connectivity	<ul style="list-style-type: none"> To fully support a live-work environment, new residential developments must be accompanied by investments to deliver high-quality public realm. There is an opportunity to create pocket parks, green corridors and landscaped public areas to support wellbeing and biodiversity within the District. Improving pedestrian and cyclist permeability through definable areas within the District, intuitive design and attractive linkages would connect residential areas with workplaces, retail, transport nodes and amenities.
LUAS and Public Transport Integration	<ul style="list-style-type: none"> The District is already served by the LUAS Green Line which offers excellent connectivity to the city centre and surrounding areas. Increasing residential density near LUAS stops promotes sustainable transport use and transit-oriented development.

3.3 COMPLEMENTARY USES

At present, the Sandyford Business District amenity offer remains relatively limited, with cafés, restaurants, and complementary services operating on a scale more reflective of a daytime employment hub than a fully functioning urban quarter. The result is a subdued level of activity in the evenings and at weekends, constraining the vitality of the district and the ability of local businesses to thrive.

A stronger and more consistent residential presence is central to addressing this. Residents both generate the demand that sustains community amenities and depend on those amenities for day-to-day needs, thus creating a mutually reinforcing cycle of activity and viability. In turn, the delivery of a broader range of services and social infrastructure would enhance liveability, support placemaking, and foster a richer townscape more in line with the mixed-use character envisaged for strategic growth centres.

As noted in an August 2025 Knight Frank Report referenced earlier –

“Supporting local amenities have taken on a new level of importance for companies choosing office locations. No longer a secondary concern, they are now seen as central to attracting

people back to the office, supporting talent strategies, enhancing wellbeing, and enabling meaningful in-person engagement. As organisations continue to adapt to the realities of the post-COVID world, choosing a location rich in local amenities has become not just a matter of preference, but one of competitive advantage.

With the office vacancy rate currently standing at 14.5% in the district, it is clear that the next iteration of the SUFP needs to encourage a significant uplift in the provision of supporting local amenities in the districts underutilised legacy sites if it is to retain its competitive edge over other suburban office locations. These supporting local amenities are also required to service the significant uplift in residential development in the district that is required in the years ahead. This includes increased retailing, restaurants, coffee shops, and service providers. In addition, there is a need for pocket parks and landscaped open spaces. In terms of transport, there is a requirement for bus services to be improved in terms of the frequency and locations served including linkages to the DART network. Finally, the road network needs to be improved by the construction of a number of road improvement schemes already proposed for some years now but not implemented.

Failure to achieve this would mean that the district falls behind competing locations such as Cherrywood which is becoming a vibrant urban quarter. Cherrywood is served by four LUAS Stops and has witnessed the delivery of three major public parks, sports facilities including pitches, tennis courts and cycleways as well as creche and school facilities including an Educate Together National School. In the years ahead, retail and civic amenities will be enhanced by a series of village centres. Quintain have already received planning permission for one such centre which will see the development a 2,700 sq m supermarket, eight retail units, five food and beverage units, three business units and 200 sq m of internal community space.”

Framing future development in this way would better align the Sandyford Business District with the principles of compact growth and the “15-minute neighbourhood”, ensuring that homes, jobs, and amenities co-exist in balance, supporting vibrancy and resilience across the week.

The provision of public open space is another key element to a successful urban quarter. SBID is strongly supportive of the proposed park on Corrig Road and each development which must provide public open space, should consider how their proposal links in with the wider green infrastructure and contributes to the delivery of a sense of place. This is not only of benefit to the residential population, but also existing businesses and will positively impact the attractiveness of the District for new businesses.

Key measures which may be adopted in the revised SUFP to enhance local amenities include the following:

- 1) Provision should be made for additional community-oriented infrastructure, including retail outlets, dining establishments, leisure and night economy venues, fitness centres and health and wellness facilities. A purpose-designed kiosk building, featuring a café or restaurant and an elevated roof-level viewing platform, should be installed overlooking the reservoir. This would enable public enjoyment of the reservoir's amenity value and views towards the Dublin Mountains, without infringing upon Uisce Eireann lands.
- 2) Implement a frequent shuttle bus service, free of charge for residents and employees, connecting the planned SUFP bus interchange with the eastern areas of Sandyford Business Park, Central Park, South County Business Park, and Beacon South Quarter.
- 3) Introduce a network of high-quality cycleways and pedestrian footpaths throughout the district. For example, the development of a cycle/pedestrian way extending from Drummartin

Link Road across Naomh Olaf GAA Club lands should be considered to provide access to Stillorgan Business Park. Further cycleways could then be developed throughout the Stillorgan Business Park.

4) Whilst this submission entirely supports the use of public transport and soft modes of travel for workers, there will nonetheless be a residual requirement for car parking. Further, given the uplift arising from the increased density suggested, there is a need to consider the necessary car parking required. Multi storey car parking may be more desirable due to the reduced footprint compared to surface parking, and such parking may be provided in a strategic way in a large format. Strategic parking may be accommodated at key entrances to Sandyford Business District and the incorporation of Mobility Hubs would encourage sustainable last mile travel via sustainable bus travel and bicycles.

4.0 EFFICIENT LAND USE

The SUFP was originally adopted in 2011, and it is important that the document is reviewed in light of the considerable changes in planning policy in the intervening period. Whilst to a degree the SUFP is superseded by certain provisions of the 2022-2028 County Development Plan, there is an opportunity to maximise the remaining opportunities in the area.

Key changes in a policy context include:

- National Planning Framework 2018 (as revised in 2025) which seeks to deliver a compact urban form, maximising brownfield and urban area development, particularly in areas such as Sandyford Business District, well served by public transport of a high quality and high frequency. There is an emphasis on the **15 minute city** and encouraging a mix of uses, reducing the need for car based transport and long commutes.
- Urban Development and Building Height Guidelines 2018 which introduced an evaluative assessment of height and density, rather than the use of blanket numerical height restrictions, emphasising the need to achieve density in areas such as Sandyford Business District.
- Apartment Guidelines (2015 and subsequent iterations) encourages apartment development in urban areas well served by public transport, setting a standard approach to apartment areas and dimensions.
- Compact and Sustainable Settlement Guidelines, as addressed further below, introduced new guidance for determining appropriate densities and requires a plan led approach to densities in excess of 300 units per hectare.

In January 2024, the Department of Housing, Local Government and Heritage (DoHLGH) published the Sustainable and Compact Settlements Guidelines, which set out the policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on residential development and the creation of sustainable and compact settlements. These Guidelines supersede the 2009 Residential Guidelines.

Section 3.3 of the Guidelines sets out the key priorities for Cities and Metropolitan (MASP) areas. With respect to Table 3.1 of the Guidelines, Sandyford Business District falls within the “City – Urban Neighbourhoods” with the following density ranges:

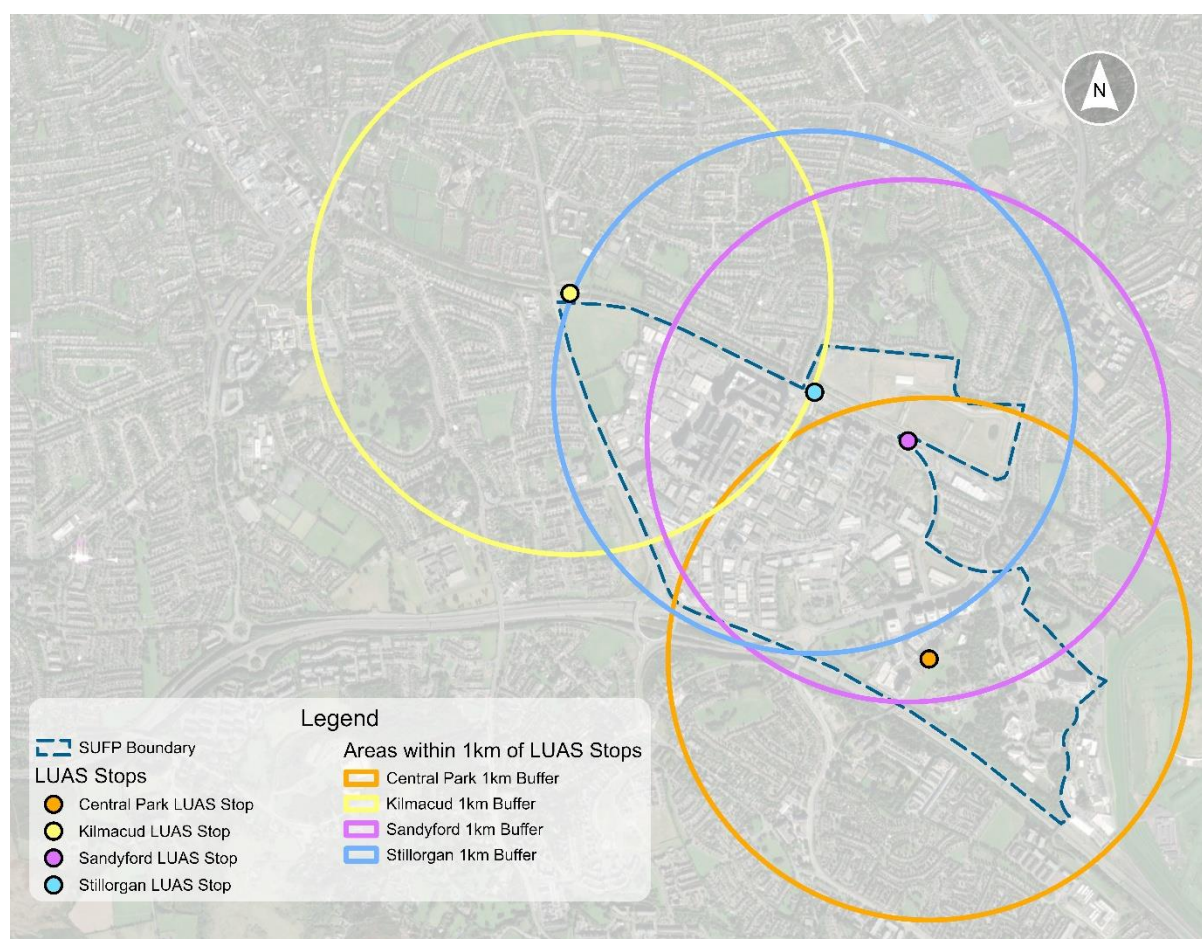
*“The city urban neighbourhoods category includes: (i) **the compact medium density residential neighbourhoods around the city centre that have evolved overtime to include a greater range of land uses**, (ii) **strategic and sustainable development locations**⁷, (iii) **town centres designated in a statutory development plan**, and (iv) **lands around existing or planned high-capacity public transport nodes or interchanges (defined in Table 3.8)***

– **all within the city and suburbs area.** These are highly accessible urban locations with good access to employment, education and institutional uses and public transport. It is a policy and objective of these Guidelines that **residential densities in the range 50dph to 250dph (net) shall generally be applied in urban neighbourhoods of Dublin and Cork.**

Table 3.8 includes the following criteria:

“Lands within 1,000 metres (1km) walking distance of an existing or planned high capacity urban public transport node or interchange, namely an interchange or node that includes DART, high frequency Commuter Rail11, light rail or MetroLink services; or locations within 500 metres walking distance of an existing or planned BusConnects ‘Core Bus Corridor’ stop.”

As shown in the following map, all of the SUFP lands are well within 1km of a Luas stop and for the most part are within 1km walking distance.



Section 3.3.6 of the Guidelines sets out that there is a presumption against densities of 300 units per hectare, unless such exceedance is plan led:

“There is a presumption in these Guidelines against very high densities that exceed 300 dph (net) on a piecemeal basis. Densities that exceed 300 dph (net) are open for consideration on a plan-led basis only and where the opportunity for densities and building heights that are greater than prevailing densities and building height is identified in a relevant statutory plan.”

However it is well established that Sandyford Business District can accommodate significantly higher density having regard to the high level of public transport accessibility which includes four Luas stops.

We set out below recent successful schemes in Sandyford Business District which include examples in excess of 250/300 units per hectare.

		Total Units	Density	Plot Ratio	Granted
1	Rockbrook	428	255	2.46	Yes
2	Sandyford Ct	563	366	3.2	Yes
3	Siemens	190	504	5.0	Yes
4	Carmenhall LRD	183	250	3.44	Not Decided
5	The Sentinel	110	564	3.28	Yes

There is an opportunity as part of the revised SUFP, to provide for high density schemes, both in terms of residential density and plot ratio on a plan led basis, as allowed for under the Guidelines. The Guidelines cross refers to Section 4.4.4 of the separate Development Plan Guidelines which identifies the nature of Strategic and Sustainable Development Sites which may be suitable:

“Strategic and Sustainable Development Sites are key development sites that may comprise lands and sites for urban regeneration and/or transport-led development. They may comprise either brownfield/infill or greenfield land and may also be subject to Strategic Development Zone (SDZ) status, or other relevant planning-related designation. The sites will generally be in cities, NPF Regional Centres or Key Growth Centre settlements designated in the RSES and should either be covered by an existing Local Area Plan or SDZ Planning Scheme or be the subject of a development plan objective to prepare a statutory plan for that area.”

It is submitted that the SUFP is an appropriate mechanism to allow for plan led high density and Sandyford Business District meets the description of a Strategic and Sustainable Development Site, particularly having regard to the transport accessibility. Such increased density would fulfil Transit Orientated Development (TOD) objectives as previously set out.

The restrictions on height, plot ratio and density on individual sites in the SUFP should be omitted and replaced by reference to the Building Height Strategy approach in the County Development Plan, reflective of the Height Guidelines. This would allow for a qualitative assessment of proposals. It is respectfully requested that the SUFP framework should provide for densities in excess of 300 units per hectare where justified, recognising that such densities are appropriate within SUFP.

5.0 TRANSPORT & CONNECTIVITY

Improved connectivity and enhanced permeability across the Sandyford Business District are essential to its continued evolution as a sustainable urban district. While the area benefits from strategic transport infrastructure - including the Luas Green Line, multiple bus services, and proximity to the M50 - the internal layout still reflects its origins as a collection of business parks, with fragmented movement patterns and limited cross-district linkages.

A high quality and frequency bus connection from Sandyford to DART should be encouraged, increasing connectivity with the expanding DART rail infrastructure network, encouraging sustainable mobility as a more attractive option to car use.

Strengthening east–west and north–south connections, particularly for pedestrians and cyclists, would significantly improve accessibility between the four constituent areas: Sandyford Business Park, Stillorgan Business Park, Central Park, and South County Business Park. Importantly, enhanced permeability should not be limited to movements within the

District itself but should also extend to adjoining neighbourhoods, particularly those located beyond the M50 to the south.

Two immediate opportunities illustrate this potential. First, enhancements of the existing M50 bridges could be utilised to provide a safer and more continuous pedestrian and cycle link to the wider area.

Second, the proposed pedestrian and cycle route along the northern edge of the Leopardstown Racecourse (as proposed under the Ballyogan & Environs Local Area Plan) would create a vital connection to the Luas Green Line stop at Glenamuck (currently mothballed), extending the effective reach of high-capacity public transport for both residents and workers.

From a placemaking perspective, creating, where possible, a more legible, fine-grained street network (reinforced by such strategic links) would foster integration between employment, residential, and community uses, helping the Sandyford Business District function less as a series of standalone parks and more as a coherent urban quarter. This would also support the long-term vision of the District as a vibrant mixed-use destination, where movement is safe, convenient, and inclusive for all users.

Whilst there is a clear emphasis in this submission on encouraging walking, cycling and the use of public transport, there is nonetheless going to be a residual and realistic dependency on cars for certain trips and connectivity to the M50 and wider road network is critical in this respect. Opportunities for multi storey car parking should be considered favourably where justified, and such facilities should function as Mobility Hubs, encouraging walking and cycling for the 'last mile'.

6.0 UTILITY INFRASTRUCTURE

Whilst this submission does not identify specific utility infrastructure required, it is respectfully requested that the future SUFP allows for sufficient utility infrastructure to be delivered to facilitate the development envisaged, such as energy, water, waste and telecommunications infrastructure.

Utility infrastructure is a key component to the effective realisation of the SUFP vision and therefore early identification of infrastructure will be imperative to implementation. It is important however that flexibility should be allowed for individual proposals, in that there should be no undue restriction to obtaining permission, due to any phasing requirement, where a development can demonstrate it can be facilitated.

7.0 PLACEMAKING & URBAN DESIGN

The next phase of growth in the Sandyford Business District presents a unique opportunity to enhance placemaking and create a vibrant, mixed-use destination that serves residents, employees, and visitors alike. By prioritising high-quality urban design, improved legibility, and the delivery of civic spaces and neighbourhood centres, Sandyford Business District can establish a strong sense of place and distinctive character.

Investment in the public realm - from attractive streetscapes, pocket parks, and active frontages to smaller-scale interventions such as public art installations, well-placed nodes, and high-quality street furniture - will create focal points that encourage people to pause, interact, and remain in the area. These layered interventions, coupled with enhanced connectivity and permeability for active travel, will support the creation of a sustainable,

liveable urban quarter that embraces the principles of the 15-minute neighbourhood and reinforces the District's position as a strategic, design-led urban hub.

8.0 TOURISM AND HOSPITALITY

Leveraging its strategic location, excellent transport connectivity, and proximity to the Dublin and Wicklow Mountains and the Dublin Bay UNESCO Biosphere, Sandyford Business District is well positioned to cultivate a thriving tourism economy. The provision of high-quality hotels, aparthotels, and associated amenities will support business, recreational, and educational tourism, while also serving as a valuable asset for the local community by activating the streetscape and supporting a more vibrant evening economy. Opportunities for cultural, leisure, and creative industries can be embedded within the District, complementing its international employment profile and enhancing its reputation as a world class destination. These synergies will drive sustainable investment, generate local employment, and position Sandyford Business District as a key node for integrated, climate-resilient urban development where tourism and enterprise work hand-in-hand.

9.0 SUMMARY RESPONSES TO CONSULTATION

9.1 SUBMISSION IN RESPONSE TO IDENTIFIED OPPORTUNITIES

The SUFP Review Brochure identifies on page 8/9 of the dlr Vision Document, 22 potential opportunities for future development within the Sandyford Business District. This submission directly supports ALL of the strategic opportunities with a particular focus on the following 18:

Proposals	Corresponding Opportunities	
Intensification of Employment	Opp. 01	Improve land use (mix, type and quantum, spatial location).
	Opp. 04	Intensification of development and especially on brownfield or low-intensity sites.
	Opp. 05	Additional development quantum with increased building heights, density and scale.
	Opp. 13	Support emerging clusters and create easy opportunities for companies to grow from start-up to multi-national scale.
Increased Residential	Opp. 02	An increase in residential and supporting uses such as retail, services, recreation and amenity facilities for the working and residential communities.
	Opp. 05	Additional development quantum with increased building heights, density and scale.
Complementary Uses	Opp. 03	An appropriate level of these supporting uses.
	Opp. 09	Improved civic spaces, including a new public park.
	Opp. 10	Create greater vibrancy with cafes, restaurants and shops onto the streets and a livelier nighttime economy.
Efficient Land Use	Opp. 04	Intensification of development and especially on brownfield or low-intensity sites.
	Opp. 05	Additional development quantum with increased building heights, density and scale.
	Opp. 11	Continue to attract investment to the Plan Area as a strategic employment hub by supporting sustainable employment uses with diversity in type and scale.
	Opp. 12	Expansion of office uses and growth of innovation incubator hubs.

Transport & Connectivity	Opp. 15	Improve connectivity and permeability within and between the business parks, across the Plan Area and to surrounding areas, especially for Active Travel.
	Opp. 16	Optimise access to and ease of use of public transport (Luas and Bus).
	Opp. 18	Secure delivery of critical infrastructure to support the growth of Sandyford Business District.
Utility Infrastructure	Opp. 17	Explore possible phasing of physical and social infrastructure in tandem with new development.
Placemaking & Urban Design	Opp. 06	Provide for an urban design strategy or high-level masterplan to ensure a pleasant public realm and provide place-making opportunities to create a sense of place with character.
	Opp. 08	Create neighbourhood centres or new 'civic hearts' as focal points to enhance the liveability of the Plan Area.
	Opp. 14	Enhance biodiversity within a urban environment and create opportunities to reconnect with nature, as well as incorporating climate resilience measures.
Tourism	Opp. 20	Provision of hotels to cater for tourism needs and as facilities for the local community to use.

Each of these is addressed in turn in the following, demonstrating how the proposed change of zoning can deliver on the ambitions of the SUFP in a targeted and sustainable manner.

9.1.1 OPPORTUNITY 1, 4, 5 & 13: INTENSIFICATION OF EMPLOYMENT

The SUFP area has matured considerably since its initial adoption, with the majority of zoned employment lands now developed and accommodating over 26,000 workers. The next phase of growth must focus on re-development and regeneration by optimising underutilised plots, upgrading outdated building stock, and facilitating higher-capacity formats through targeted intensification.

From an economic competitiveness perspective, this evolution represents an opportunity to consolidate the Sandyford Business District position as a premier employment hub at both national and metropolitan levels. Delivering a new generation of modern office environments - characterised by flexible floorplates, sustainable design, and a distinctive skyline - will reinforce the area's attractiveness to global investors and talent. Opportunities for incubator hubs and clustering of specialist enterprises should be facilitated and encouraged. Many of the world's leading business districts leverage high-profile urban design and architectural quality as part of their international identity; Sandyford Business District has the same potential. By embedding a framework for regeneration and intensification within the updated SUFP, the Council can ensure the District remains a dynamic, future-focused district that continues to attract and retain multinational and indigenous employers alike, while projecting an image of modernity and ambition on the regional stage.

9.1.2 OPPORTUNITIES 2 & 5: INCREASED RESIDENTIAL

This presents a prime opportunity for the SUFP Review to adopt a plan-led approach to density visioning, shaping a coherent framework for high-density housing tailored to the area's unique locational attributes. With a resident population of just over 6,000 against a daily workforce exceeding 26,000, the imbalance is evident. By providing for additional housing within a highly serviced and accessible setting, the SUFP can reinforce the principles of compact growth, reduce long-distance commuting and incorporate concepts of TOD and 15-minute neighbourhood, to ensure that residential intensification occurs in a planned and place-sensitive manner.

Precedent already exists in the wider Sandyford area, where schemes permitted by DLRCC have successfully delivered densities in excess of 300 units per hectare, demonstrating that such formats are both viable and attractive in practice. These examples provide a credible baseline for future density visioning, offering valuable lessons for shaping the next phase of the District's growth. Framing this through flagship regeneration and re-development projects - similar in ambition to the Docklands in Dublin - would allow the Sandyford Business District to consolidate its role as a strategic investment location while creating a distinctive, high-quality urban living environment. This approach aligns with contemporary planning policy and offers a chance to showcase Sandyford Business District as a model for compact, transit-oriented growth at metropolitan scale.

9.1.3 OPPORTUNITIES 3, 9 & 10: COMPLEMENTARY USES

The long-term sustainability of the Sandyford Business District depends on moving beyond mono-functional zoning towards a more balanced integration of homes, jobs, and services. Further growing and enhancing residential, employment, and community uses within a shared urban framework will strengthen vitality, broaden choice, and enhance resilience to shifting market dynamics. Crucially, this does not detract from the district's established role as a leading employment hub; rather, it reinforces that role by ensuring the area remains attractive, dynamic, and adaptable in the face of evolving economic and social needs.

Within this, the provision of cafés, restaurants, and complementary services is essential to cultivating a lively and balanced urban district. At present, a limited residential base restricts the viability of such amenities, while the narrow range of amenities in turn reduces the area's residential appeal. This interdependence underscores the need for a stronger policy framework within the SUFP to support an expanded mix of community, leisure, and retail facilities. Strengthening this offer would enrich the District's townscape character and mark a clear shift from a business park model towards a vibrant, mixed-use urban quarter, while safeguarding its established role as a key employment hub.

The SUFP Review presents a timely opportunity to recalibrate land use policy through mechanisms such as a revised zoning matrix and the introduction of a bespoke mixed-use zoning category. Such instruments would provide the flexibility to accommodate complementary uses while safeguarding the district's employment function, ensuring that the Sandyford Business District evolves in line with contemporary planning principles, including compact growth, transit-oriented development, and the 15-minute neighbourhood.

9.1.4 OPPORTUNITIES 4, 5, 11 & 12: EFFICIENT LAND USE

As outlined earlier, the SUFP has matured considerably since its initial adoption, with much of the Sandyford Business District zoned lands now developed. In this context, our client supports the Council in undertaking a capacity assessment to identify the remaining opportunities for development, re-development, and regeneration within the area. This submission advocates for the intensification of activity on brownfield and underutilised sites, ensuring that scarce zoned urban land is optimised to deliver greater quantum, density, and scale in appropriate locations. Such an approach will sustain the District's role as a strategic employment hub while providing the framework for modern, high-capacity office formats.

Looking ahead, there is now an opportunity to develop a clear vision for this new stage of the Sandyford Business District's evolution, drawing lessons from comparable regeneration initiatives such as the Dublin Docklands. By positioning the district as a pioneer in flagship re-development/regeneration projects, the updated SUFP can reinforce its appeal to international investors, employers, and talent. A carefully articulated vision will not only guide density and design but also elevate the urban profile of the area, embedding the District as a distinctive and competitive location on the metropolitan stage.

Embedding this approach in the updated Plan will align with the Review's focus on sustainable employment uses, urban competitiveness, and economic resilience. The outcome will be a compact, forward-looking urban district that maximises the value of serviced lands and consolidates the Sandyford Business District position as a leading centre of employment within both the County and the wider region.

9.1.5 OPPORTUNITY 15, 16 & 18: TRANSPORT AND CONNECTIVITY

The Sandyford Business District's internal movement network still reflects its legacy as four separate business parks, resulting in fragmented pedestrian and cycle routes. Strengthening east–west and north–south permeability - including strategic links to adjoining neighbourhoods and beyond the M50 - will be essential to building a coherent urban quarter. Opportunities to extend the reach of active travel and better integrate Sandyford with its wider hinterland have been outlined. This submission is supporting the SUFP Review in prioritising interventions that reinforce sustainable mobility for all road users and broaden public transport catchments.

With the increase in density promoted in this submission, which may facilitate growth from 26,000 to 48,000 workers, there will be a requirement for **increased car parking capacity** at strategic locations within the district. Such provision may compensate for the reduction of on-street car parking as result of introduction of integrated cycle lanes in the district. There is an opportunity to provide for car parking at a strategic level utilising multi storey car parking integrated with mobility hubs. Such parking may be located at key entrance points to the District and facilitate onward travel for the last mile, utilising sustainable buses and cycle facilities. The provision of EV charging facilities in strategic parking locations would allow for more sustainable trips where a car is necessary.

9.1.6 OPPORTUNITIES 17: UTILITY INFRASTRUCTURE

This submission recognises the importance of ensuring that the next phase of growth in the Sandyford Business District is underpinned by timely and coordinated infrastructure delivery / upgrade works. The sequencing of physical and social infrastructure alongside new redevelopment will be critical to creating a resilient, well-serviced urban district. Equally, the provision of **critical utilities** and supporting infrastructure is essential to sustain the continued growth of the District as a strategic employment hub. By advocating for a plan-led approach to intensification and regeneration, this submission aligns with the Review's emphasis on infrastructure-led growth, ensuring that capacity is secured in step with development.

9.1.7 OPPORTUNITIES 6, 8 & 14: PLACEMAKING AND URBAN DESIGN

This submission strongly supports the prioritisation of placemaking and high-quality urban design as a central pillar of the SUFP Review. The next phase of Sandyford Business District's growth must deliver a more coherent and attractive public realm, informed by a strategy / design guideline, leveraging opportunities to create a strong sense of place, legibility, and character. Targeted interventions - including new civic spaces and plazas, well-designed neighbourhood centres, and the integration of small-scale urban design features such as public art, high-quality and uniformed designed street furniture, and social nodes - will animate the streetscape and create focal points that encourage interaction and dwell time.

Embedding a design-led approach in the updated SUFP will allow Sandyford Business District to mature from a fragmented employment location into a vibrant, mixed-use urban district that competes on an international stage. The delivery of a connected network of well-designed public open spaces, supported by intuitive pedestrian and cycle linkages, active frontages, and a cohesive urban form, will promote a more liveable and accessible built environment. This approach is also consistent with the principles of compact growth, 15-minute

neighbourhood, and sustainable urban mobility, ensuing public realm functions as both a civic asset and a driver of economic and social vitality.

Under **Sustainability & Climate Action**, this submission advocates for the creation of a **Civic Park** designed to prioritise **biodiversity and sustainability**, incorporating native planting, solar panels, and other green infrastructure. It recommends that companies within the district be **incentivised and guided** to adopt climate-friendly practices, including vertical gardens, rooftop planting, and solar technologies. In alignment with the **Council's Climate Action Plan 2024–2029**, the submission emphasises the importance of **building energy efficiency measures** and the active promotion of available grants and supports to accelerate the transition to a low-carbon and resilient district.

9.1.8 OPPORTUNITY 20: TOURISM AND HOSPITALITY

Sandyford Business District is strategically positioned to support the emergence of a dynamic tourism economy, capitalising on its connectivity, accessibility and proximity to key natural and cultural assets, including the Dublin Bay UNESCO Biosphere, Dublin and Wicklow Mountains and the city centre. There is a clear opportunity to integrate tourism and hospitality uses - such as hotels, aparthotels, cultural and leisure facilities, and flexible event or conference spaces - within the District to enhance its appeal as a destination for business, recreational, and educational tourism.

In particular, the expansion of business tourism infrastructure, including conference/meeting facilities and corporate accommodation options, would leverage the District's profile as a premier employment hub, catering to the needs of multinational firms, high-value start-ups, and professional service providers operating in the area. Such uses will not only serve visitors but also animate the local streetscape, generating footfall beyond traditional business hours and strengthening the vibrancy of the area.

By provision of further tourism accommodation and associated services within the area, the updated SUFP can unlock synergies with existing clusters in technology, healthcare, and creative industries, while supporting the growth of local businesses and employment opportunities. This approach will reinforce the District's role as a strategic, mixed-use urban hub, ensuring that tourism-including business tourism-complements broader objectives of sustainability, placemaking and economic resilience.

9.2 SUBMISSION IN RESPONSE TO IDENTIFIED KEY THEMES

The SUFP Review Brochure revolves around 7 'Key Themes, each of these is addressed in turn in the following, demonstrating how this submission is supporting it in a targeted and sustainable manner.

Themes 1, 2, 3, 4: Land Use Mix and Efficient Land Use
 Theme 5: Transport and Connectivity
 Themes 6, 7: Public Realm and Placemaking

9.2.1 THEME 1, 2, 3, & 4: LAND USE MIX, EMPLOYMENT, RETAIL & SERVICES, COMMUNITY FACILITIES & SOCIAL INFRASTRUCTURE.

This submission advances the objectives of the SUFP Review by advocating a more efficient and balanced use of land within the Sandyford Business District. With the majority of zoned lands now built out or under construction, the focus must shift towards unlocking capacity through regeneration, re-development, and the intensification of underutilised sites.

Responding to market trends and emerging patterns of work, the submission supports a recalibrated land use framework that moves beyond mono-functional zoning towards a more integrated urban model. Flexible working practices and evolving occupier demands are re-shaping the spatial distribution of uses across cities, and the District must adapt accordingly so to ensure its vitality and continued growth over the coming years. Through mechanisms such as a revised zoning matrix, the introduction of a bespoke mixed-use zoning category and its application across the entire area, the updated SUFP can enable higher-capacity formats alongside a richer mix of residential, retail, community, and leisure uses. Under such a mixed use zoning objective, office, technology, residential and supporting commercial and community facilities all be permitted in principle, helping adhere to the objectives of the 15 minute city concept. A successful example of such is the 'Z14 –Strategic Development Regeneration Areas (SDRAs)' zoning objective as introduced in Dublin City Development Plan. These policy instruments will reinforce the principles of compact growth, placemaking, and economic competitiveness, while recognising the interdependent relationship between population, employment, and services.

By embedding this approach, the SUFP can maximise the value of scarce serviced lands, strengthen the Sandyford Business District's role as a strategic employment hub, and create the conditions for a vibrant, mixed-use urban quarter. Drawing on precedents such as Dublin Docklands, the submission highlights the opportunity for the next stage of the District's evolution to be marked by flagship regeneration projects, a distinctive urban skyline, and a modern built environment that will continue to attract global investors, employers, and talent.

9.2.2 THEME 5: TRANSPORT AND CONNECTIVITY

The submission fully supports the Review's emphasis on improved transport and connectivity as central to Sandyford Business District's future success. While the area benefits from strategic public transport infrastructure, the current layout reflects its origins as a collection of business parks, resulting in fragmented movement patterns and limited permeability.

The submission advocates for a more legible, fine-grained street network that enhances pedestrian and cycle connectivity within and across the District, while also strengthening linkages with adjoining neighbourhoods, including those to its south and beyond the M50. Specific opportunities are identified, such as leveraging the existing M50 bridges and supporting delivery of the proposed pedestrian and cycle link from the Racecourse to the Glenamuck Luas stop.

Embedding these measures in the updated SUFP will extend the catchment of high-frequency public transport, reduce reliance on car travel for short trips, and foster integration between employment, residential, and community uses. From a placemaking perspective, this will enable Sandyford Business District to transition from a series of standalone parks into a coherent, connected, and sustainable urban district.

9.2.3 THEME 6 & 7: PUBLIC REALM AND PLACEMAKING

This submission supports the integration of placemaking and high-quality urban design as core principles of the SUFP Review, recognising the need for a more coherent, attractive, and functional public realm guided by robust urban design strategies. Enhancements such as new civic spaces, well-designed neighbourhood hubs, high-quality and consistent street furniture, public art, and active nodes will animate the streetscape, foster interaction, and establish a stronger sense of place. Embedding a design-led approach will enable Sandyford to transition from a fragmented employment area to a vibrant, mixed-use district of international quality, supported by a connected network of open spaces, intuitive pedestrian and cycle linkages, active frontages, and a cohesive urban form. This approach aligns with the principles of

compact growth, the 15-minute neighbourhood, and sustainable urban mobility, ensuring the public realm functions as both a civic asset and a driver of economic and social vitality.

Under **Sustainability & Climate Action**, this submission advocates for the creation of a **Civic Park** designed to prioritise **biodiversity and sustainability**, incorporating native planting, solar panels, and other green infrastructure. It recommends that companies within the district be **incentivised and guided** to adopt climate-friendly practices, including vertical gardens, rooftop planting, and solar technologies. In alignment with the **Council's Climate Action Plan 2024–2029**, the submission emphasises the importance of **building energy efficiency measures** and the active promotion of available grants and supports to accelerate the transition to a low-carbon and resilient district.

10.0 CONCLUSION

On behalf of our client, Sandyford BID CLG t/a Sandyford Business District, we are making this submission as part of the ongoing review of the Sandyford Urban Framework Plan (SUFP) currently being undertaken by Dún Laoghaire-Rathdown County Council (DLRCC).

The Sandyford Business District now stands at a pivotal juncture in its evolution since the adoption of the original SUFP in 2011. Over the past decade, the District has consolidated its position as one of the County and region's foremost employment hubs, accommodating more than 26,000 workers, while also fostering a growing residential community of over 6,000 people. With much of the available zoned employment land now developed, the challenge and opportunity lies in unlocking residual capacity and directing the next phase of growth through a plan-led, policy-driven framework.

This submission demonstrates how the revised SUFP can achieve this by embedding policies and mechanisms that:

Support regeneration and intensification of underutilised lands through a clear capacity assessment, local objectives for key brownfield sites, and area-specific regeneration frameworks that prioritise compact, higher-intensity formats.

Provide for plan-led, high-density residential growth integrated with employment, supported by revised zoning objectives providing for a range of land uses to include employment, residential and supporting services, ensuring alignment with national policy drivers such as compact growth, transit-oriented development (TOD), and the "15-minute neighbourhood".

Facilitate complementary amenities and community services by expanding the zoning matrix to allow for cafés, restaurants, leisure, and cultural uses in appropriate locations, thereby fostering placemaking and underpinning the viability of a balanced, mixed-use urban quarter. Strengthen transport connectivity and active travel networks through permeability objectives, enhanced east–west and north–south linkages, and integration with adjoining neighbourhoods beyond the M50, ensuring full alignment with the Greater Dublin Area Transport Strategy.

Ensure early and coordinated delivery of essential utilities and infrastructure by embedding phasing and implementation objectives within the SUFP, thereby aligning spatial planning with the timely provision of water, energy, digital, and social infrastructure.

Through these mechanisms, the Sandyford Business District can continue to perform its strategic role as a premier employment hub while evolving into a fully integrated, employment and mixed-use district of regional and international significance. The revised SUFP offers the opportunity to set a clear vision-anchored in regeneration, intensification, and placemaking that will ensure the District remains competitive, adaptable, and attractive to both global investment and local communities.

The outcome will be a compact, resilient, and sustainable urban environment that is not only a centre of economic activity, but also a thriving place to live, work, and visit. We respectfully request that the recommendations set out within this submission are given full consideration in the Review of Sandyford Urban Framework Plan.

Yours faithfully,

A handwritten signature in black ink, appearing to read "John Spain".

John Spain Associates