

Waldron Jennifer

From: [REDACTED]
Sent: Sunday 29 March 2026 23:07
To: FPladmin
Subject: Resident Submission – Cherrywood Town Centre Development
Categories: Jen

EXTERNAL EMAIL: This email originated from outside Dún Laoghaire-Rathdown County Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.

1. Economic Viability and Micro-Climate

The current "streets and squares" model at Grand Parade which will be replicated across the town centre is an objective failure in terms of creating a habitable commercial environment. Due to the lack of sheltering and the creation of severe wind tunnels, the area has become a hostile environment for pedestrians and shoppers.

- **The Result:** This hostility is directly reflected in the high number of vacant units. Businesses cannot thrive in a location where the climate discourages "dwell time."
- **The Solution:** I strongly advocate for an indoor or heavily covered and assessed environment for retail and F&B units. Without physical protection from the elements, the Town Centre will continue to struggle with high vacancy rates as residents choose to shop in more comfortable, sheltered alternatives (like Dundrum).

2. Parking Infrastructure and Conflicting Signage

The current parking management around grand parade is a complete disaster. The presence of Europarks signage on lampposts within cycle lanes creates a confusing and dangerous environment for all road users.

- **The Issue:** The current setup is contradictory, poorly enforced, and suggests a lack of coordination between the developer, the council, and private operators.
- **The Solution:** The Town Centre needs a unified, council-led parking strategy that removes the influence of aggressive private operators and clarifies the status of the public realm.

3. Prioritizing Active Travel (Cyclist Safety)

To move away from the current car-centric stress, the Town Centre should adopt a Cyclist-Priority Model.

- **The Proposal:** I request that all driving lanes within the Town Centre be designated as cycle-priority zones, redesignating the circle lanes as parking spots. All vehicular traffic must be legally required to yield to cyclists, with a "no overtaking" rule unless it is demonstrably safe. This would de-escalate the traffic environment and make Cherrywood the "15-minute city" it was marketed to be.

Waldron Jennifer

From: [REDACTED]
Sent: Tuesday 21 April 2026 18:10
To: FPladmin
Subject: Submission on Material Alterations to Amendment No. 11 – Cherrywood Planning Scheme

Categories: Jen

EXTERNAL EMAIL: This email originated from outside Dún Laoghaire-Rathdown County Council. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Name: [REDACTED]

Address: [REDACTED]

Reference: Observation on Material Alterations to Proposed Amendment No. 11 (Town Centre and Environs Review) of the Cherrywood SDZ Planning Scheme.

To Whom It May Concern,

I am writing to submit a formal observation regarding the proposed amendments to the Cherrywood Town Centre and Environs Review.

While I support the development of ice sports infrastructure, I have deep concerns regarding the "discharge" of infrastructure requirements (specifically the Druid's Glen Bridge phasing) without a corresponding strengthening of **Social Infrastructure Covenants** for the community and national sports stakeholders.

Recent information released under FOI (Reference: CCS-FOI-2026-0088) indicates that while the developer is seeking **€66 million** in public funding, the proposed operating model intends to charge National Governing Bodies (NGBs) an annual fee of **€250,000**. Furthermore, the Department's own analysis states the State is currently set to receive **zero equity** in the facility.

Under **EU GBER Article 55**, multifunctional recreational infrastructure must be open to users on a transparent and non-discriminatory basis. If the zoning for this project is fast-tracked, the Planning Authority must ensure that "Public Access" is not a mere aspiration, but a **legally binding planning condition**. I request that the Council mandates a **Usage Covenant** that protects minor sports from being "priced out" by commercial interests, ensuring the project serves the actual public need as required by the Cherrywood SDZ objectives.

Yours faithfully,

[REDACTED]



Administrative Officer,
 Forward Planning Infrastructure Department,
 Dún Laoghaire-Rathdown County Council,
 County Hall, Marine Road, Dún Laoghaire,
 Co. Dublin.

22nd April 2026

Dear Sir/Madam,

Re: Proposed Amendment No. 11 Material Alterations/Modifications, Cherrywood SDZ

We refer to the Material Alterations/Modifications to Proposed Amendment No 11 of the Cherrywood SDZ that are currently on public display.

DLR Properties would like to record its overall support for the proposed Material Alterations/Modifications.

In respect of **Proposed Material Alteration/Modification No 44** we would respectfully request a minor amendment to the text as follows:

*"Note: For Retail, a ratio within the range of 60:40 to 50:50 with regard to the provision of Retail and Services will be considered optimum but without unnecessarily restricting the occupancy of vacant commercial units. In this regard, and subject to an evidenced-based rationale by the applicant, the Planning Authority may consider a deviation from this ratio on a case-by-case basis, subject to a minimum of **45% 30%** for both retail and services. This deviation may apply on a permanent basis, however, the onus shall be on the applicant to demonstrate that the relevant building / floorspace is of an adaptable design that will allow for future conversion. This allows for uses within the Town Centre to evolve and respond to the needs of the community over time. Further flexibility on the ratio may apply in the case of proposals for temporary use and / or temporary change of use (circa 0-3 years). Such proposals will be considered on a case-by-case basis."*

Rationale

The challenges in attracting viable retail and service uses within Cherrywood Town Centre are detailed in the various reports commissioned by DLRCC and evident from existing vacant commercial units in the existing town centre quadrants. These challenges will be more pronounced on the TC3 site which is secondary to the retail core on TC1. Realising the planning authority's aspirations around the proposed 'Main Street' will be a major challenge.

The proposed requirement of a min 45% for retail and service floorspace should be reduced to 30% to provide a greater degree of flexibility to adapt to future trends, maximise the potential occupiers for these commercial units and ultimately assist in reducing vacancy.

It is submitted that the rationale for this flexibility is supported by the retail study by Braniff Associates commissioned by DLRCC. The report provided projections around the extent of retail and service floorspace that may be required in Cherrywood but concluded:

DLR Properties Limited

Registered Office: Building 11, Cherrywood Business Park, Loughlinstown, Dublin 18

Registered in Dublin, Ireland. Company No. 477588
 T: +353 1 685 4811 E: Info@dlr.ie W: www.dlrp.ie

Directors: Mark Finan (Chair), Mary Birmingham, Alan Connolly, John Fitzgerald,
 Cllr. Jim Gildea, Margaret Hartnett, Cllr. Tom Murphy, Cllr. Jim O'Leary, Cllr. Barry Saul, Jim Walsh



"While it is acknowledged that the projection of floorspace requirements is not an exact science and is subject to the vagaries of economic and societal change, the findings of this assessment should still be viewed as broad guidance for the development of retail and service uses at Cherrywood."

The requested change provides greater flexibility to respond and adapt to economic and societal change. It allows for 40% of the total retail and service floorspace to be 'flexible' to either category subject to an evidenced based rationale on a case-by-case basis. This will provide landowners and the planning authority greater flexibility in dealing with potential vacancy and ultimately assist in delivering the aspirations around Cherrywood Main Street.

I trust the above is in order. If you have any further queries, please don't hesitate to contact me.

Your sincerely



Conor Dalton
For and on behalf of
DLR Properties



Headquarters, PO Box 3000
Johnstown Castle Estate
County Wexford, Ireland
Ceannteathrú, Bosca Poist 3000
Eastát Chaisleán Chaille Sheáin
Contae Loch Garman, Éire
T: +353 53 916 0600
F: +353 53 916 0699
E: info@epa.ie
W: www.epa.ie
LoCall: 1890 33 55 99

By email to: FPladmin@dlrcoco.ie

Ms Jennifer Waldron
Forward Planning Infrastructure Department
Dun Laoghaire-Rathdown County Council
County Hall,
Marine Road,
Dun Laoghaire
Co Dublin

23rd April 2026

Our Ref: SCP251201.3

Re. Draft Material Alterations to Proposed Amendment No 11 Cherrywood Town Centre & Environs Review

Dear Ms Waldron,

We acknowledge your notice, dated 25th March 2026, in relation to the Draft Material Alterations to Proposed Amendment No 11 Cherrywood Town Centre & Environs Review.

In our role as an SEA environmental authority under the SEA Regulations, we focus on promoting the full and transparent integration of the findings of the Environmental Assessment into plans and programmes¹ and advocating that the key environmental challenges for Ireland are addressed as relevant and appropriate to the plan or programme. Our functions do not include approving or enforcing SEAs or plans or programmes.

As a priority, we focus our efforts on reviewing and commenting on key sector plans. For land use plans at county and local level, we provide a 'self-service approach' via our guidance document '[SEA of Local Authority Land Use Plans – EPA Recommendations and Resources](#)'. This document is updated regularly and sets out our key recommendations for integrating environmental considerations into Local Authority land use plans. In finalising your SEA screening determination, we suggest that you take this guidance document into account and incorporate the relevant recommendations as relevant and appropriate to the plan or programme.

¹ 'Plan or programme' is defined in the SEA Directive as including modifications to plans or programmes, which in the Irish context, includes material amendments/alterations, variations etc.



SEA Determination

If a proposed SEA determination hasn't been made regarding the plan or programme, you should determine whether implementing the plan or programme would be likely to have significant effects on the environment.

The SEA Regulations, Schedule 2 (S.I. No. 456 of 2025) or Schedule 1 (S.I. No. 435 of 2004, as amended), as appropriate, set out the '*Criteria for determining whether a Plan is likely to have significant effects on the environment*' to use to determine whether the plan or programme would be likely to have significant effects on the environment.

Guidance on the SEA process, including an SEA pack and checklist, is available on our website at: <https://www.epa.ie/our-services/monitoring--assessment/assessment/strategic-environmental-assessment/sea-resources-and-guidance/>.

We recommend that you take the available guidance into account in making your SEA Screening Determination and incorporate the relevant recommendations as relevant and appropriate to the plan or programme.

EPA SEA Screening Guidance

Our [Good Practice Guidance for Strategic Environmental Assessment \(SEA\) Screening](#) (EPA, 2021) provides specific stand-alone guidance to assist plan or programme makers and SEA practitioners. It focuses primarily on plans/programmes in the non-land use sector in Ireland and includes an elaboration of the steps needed for screening, the legislative landscape underpinning SEA screening, and step-by-step process and templates to assist in preparing the required documentation.

Strategic Environmental Assessment: Guidelines for Planning Authorities

The [Strategic Environmental Assessment: Guidelines for Regional Assemblies and Planning Authorities](#) (DHLGH, 2022) provides advice on carrying out SEA in the land-use planning sector. These plans comprise regional, county and local plans, including Regional Spatial and Economic Strategies, County or City Development Plans, variations of Development Plans, Local Area Plans and Planning Schemes for Strategic Development Zones. The Guidelines replace previous guidance for Regional Authorities and Planning Authorities published in 2004.

Monitoring

Consideration to the monitoring commitments set in the original Cherrywood SDZ Planning Scheme should be given. You're also referred to the Environmental Monitoring set out in Table 7.1 of the NPF's SEA Statement². This monitoring should be reflected, where relevant and appropriate, in the context of future, environmental monitoring and related reporting associated with the revised CDP implementation.

Sustainable Development

² DHLGH, 2025. [First Revision of the National Planning Framework SEA Statement](#)



In proposing and in implementing the plan or programme, you should ensure that the plan or programme is consistent with the need for proper planning and sustainable development. Adequate and appropriate critical service infrastructure should be in place, or required to be put in place, to service any development proposed and authorised during the lifetime of the plan or programme.

In considering the plan or programme, you should take into account the need to align with national commitments on climate change mitigation and adaptation, as well as incorporating any relevant recommendations in sectoral, regional and local climate adaptation plans.

You should also ensure that the plan or programme aligns with any key relevant higher-level plans and programmes and is consistent with the relevant objectives and policy commitments of the National Planning Framework and the relevant Regional Spatial and Economic Strategy.

The Plan should also align with the OPW's '[The Planning System and Flood Risk Management Guidelines for Planning Authorities](#)' (OPW, 2009), as relevant and appropriate, in the zoning and development of lands.

Ireland's State of the Environment Report 2024

In 2024, the EPA published the latest iteration of our 4-yearly State of the Environment Report. This report should be considered, and relevant aspects integrated as appropriate, in implementing the Plan outputs/ recommendations. It is available at: <https://www.epa.ie/our-services/monitoring--assessment/assessment/state-of-environment-report/>.

Available Guidance & Resources

Our website contains various SEA resources and guidance, including:

- SEA process guidance and checklists;
- Inventory of spatial datasets relevant to SEA;
- Topic and sector specific SEA guidance (including [SEA and Integration Guidance](#) (EPA, 2025), [Good practice note on Cumulative Effects Assessment](#) (EPA, 2020), [Developing and Assessing Alternatives in SEA](#) (EPA, 2015), and [Integrated Biodiversity Impact Assessment](#) (EPA, 2012)).

You can access these guidance notes and other resources at: <https://www.epa.ie/our-services/monitoring--assessment/assessment/strategic-environmental-assessment/sea-topic-and-sector-specific-guidance/>

EPA SEA WebGIS Tool

Our SEA WebGIS Tool has been updated recently and is now available at <https://gis.epa.ie/EPAMaps/SEA>. It allows an indicative report on key aspects of the environment in a specific geographic area to be produced. It is intended to assist public authorities in SEA screening and scoping exercises.



Catchments.ie

Our <https://www.catchments.ie/maps/> website provides a single point of access to water quality and catchment data from the National WFD monitoring programme.

Future amendments to the plan or programme

Where changes to the plan or programme are made prior to finalisation, or where modifications to the plan or programme are proposed following its adoption, these should be screened for potential for likely significant effects in accordance with the criteria set out in Schedule 2 (S.I. No. 456 of 2025) or Schedule 1 (S.I. No. 435 of 2004, as amended) of the SEA Regulations, as appropriate.

Appropriate Assessment

You should ensure that the plan or programme complies with the requirements of the Habitats Directive where relevant. Where an Appropriate Assessment is required, the key findings and recommendations should be incorporated into the SEA and the plan or programme.

EPA AA GeoTool

Our AA GeoTool application has been developed in partnership with the National Parks and Wildlife Service. It allows users to select a location, specify a search area and gather available information for each European Site within the area. It is available at: <https://gis.epa.ie/EPAMaps/AAGeoTool>.

Environmental Authorities

Under the SEA Regulations, prior to making your SEA determination you should consult with:

- Environmental Protection Agency;
- Minister for Housing, Local Government and Heritage,
- Minister for Climate, Energy and the Environment; and,
- Minister for Agriculture, Food, and the Marine.

For land use plans covered under S.I. No. 456 of 2025, you should also consult with:

- any adjoining planning authority whose area is contiguous to the area of a planning authority which prepared a draft plan, proposed variation or local area plan.

SEA Determination

As soon as practicable after making your determination as to whether SEA is required or not, you should make a copy of your decision, including, if appropriate, the reasons for not requiring an environmental assessment, available for public inspection in your offices and on your website. You should also send a copy of your determination to the relevant environmental authorities consulted.



If you have any queries or need further information in relation to this submission, please contact me directly. I would be grateful if you could send an email confirming receipt of this submission to: sea@epa.ie.

Yours Sincerely,

A handwritten signature in black ink, which appears to read 'Deirdre French', is written over a horizontal line.

Deirdre French

SEA Section

Office of Radiation Protection and Environmental Monitoring

Administrative Officer
Froward Planning Infrastructure Department
Dún Laoghaire-Rathdown County Council
County Hall, Marine Road, Dún Laoghaire
Co. Dublin

By email: FPIadmin@dlrcoco.ie

Dáta | Date

23 April 2026

Ár dTag | Our Ref.

TII25-135767 (previous refs. TII25-134269 and TII24- 24868

RE: Town Centre and Environs Amendment, Cherrywood SDZ Proposed Amendment No. 11 to the Cherrywood Planning Scheme, An Coimisiún Pleanála ref: ZF06D.321573

Dear Administrative Officer,

Transport Infrastructure Ireland (TII) continues to work closely with the National Transport authority (NTA) and Dún Laoghaire Rathdown County Council on monitoring the implementation of the Cherrywood SDZ Planning Scheme. This activity promotes sustainable modal choice, addresses potential adverse impacts on capacity, efficiency and safety of the national road network and ensures the efficient and effective operation of Luas to serve the development area and Dublin City Region.

TII's mission is to deliver transport infrastructure and services, which contribute to the quality of life for the people of Ireland and support the country's economic growth. TII's observations continue to seek to safeguard the strategic function of National Roads and Luas to promote the safe and efficient operation of the national roads network in accordance with official policy set out in the Section 28 Guidelines *Spatial Planning and National Roads Guidelines for Planning Authorities* (DoECLG, 2012) and *Light Rail Environment - Technical Guidelines for Development*, TII Publication no. PE-PDV-00001 in respect of Luas. The promotion of the safe and efficient operation of the nation roads and light rail network accords with; *Project Ireland 2040, National Planning Framework* and *National Development Plan 2021 – 2030*; the National Sustainable Mobility Policy; the *EMRA Regional Spatial and Economic Strategy* (RSES); and the NTA *Greater Dublin Area Transport Strategy 2022-2042*. TII seeks to ensure that official national objectives are not undermined and that the anticipated benefits of the investment made in the national road network are not jeopardised.

In the vicinity of Cherrywood SDZ, the M50 and N/M11 are heavily trafficked and critical national transport infrastructure. Under the Trans-European Transport Network (TEN-T) the M50 is identified as part of the TEN-T Core Network and the N/M11 as part of the Comprehensive Network. This is especially important as there are acknowledged capacity constraints to the network which have occurred since the first adoption of the Cherrywood SDZ. Therefore, it is important that the transport mitigations of the adopted Cherrywood SDZ Planning Scheme are maintained and augmented by additional ameliorations/ measures. The Council is reminded that any costs such as land acquisition, additional road infrastructure and environmental mitigation measures arising for the national roads network to accommodate local development proposals will be borne by the local authority. Such schemes will not be funded by TII. Thus, costs should be integrated within future local development contributions schemes.

Transport Infrastructure Ireland has reviewed the proposed material amendments to proposed amendment no. 11 document of the Cherrywood Planning Scheme in respect of Town Centre and Environs Review. TII advises that the material published is difficult to navigate even for the more experienced reader. Following a thorough review, TII advises:

1. It is unable to determine that the transport controls of the adopted Planning Scheme are maintained by the proposed material amendments; nor
2. Given the introduction by this amendment of new uses / proposals which require significant regional / national connectivity, TII are not convinced that appropriate and implementable controls have been devised and drafted in the documentation published reflecting the national road constraints nor public transport offer / capacity.



Taking account of the foregoing matters, TII makes the following observations:

TII observes generally the proposed material alterations appear to propose increased flexibility in respect of typology and of employment generating land uses and relative ratios of these land uses with residential development. In the context of official policy, there is a requirement to carefully consider zoning and development proposals in the vicinity of the strategic national road network and associated junctions. Proposals for development and land use zoning designations at national road interchanges and junctions require careful consideration and any proposals should be prepared in the context of the provisions of Section 2.7 of the DoECLG *Spatial Planning and National Roads Guidelines for Planning Authorities*.

In this regard, proposed “*Superblocks*” TCE 3, TCE 4 and TCE 5 are acknowledged as immediately adjacent M50 Junction 16 Cherrywood. TII advise that the proposed material alterations in respect of permissible land uses and urban form will create traffic generation in these “superblock” areas that should therefore demonstrate particular regard to the presence and protection of the function of the M50 and Junction 16. The planning authority are well aware of the constraints to the national road network operation, capacity and safety and has to date an exemplary record in ensuring the protection, maintenance and capacity of these national assets.

TII therefore provides the following commentary with respect to “*Superblock TCE 4*”, and related proposed material alteration numbers 10, 13, 28, 29, 38 and 39¹:

- Proposed material alterations for Superblock TCE4, in TII’s opinion represent a significant deviation from proposed amendment no. 11 as previously presented. TII considers that the proposed material alterations seek to permit in principle, a destination land use with a national / regional traffic catchment and generation profile. However, TII are not aware an appropriate transport evidence-based assessment been undertaken despite consultations with the planning authority on the matter. It would be expected that an evidence based assessment would identify appropriate and workable mitigations that observe and promote the sustainable travel principles and ambitions of the *National Sustainable Mobility Policy* and the Planning Scheme. In tandem it would also be expected that such an appropriate evidence based assessment would incorporate the maintenance of the safe and efficient operation of the national roads network at a location sensitive to changing land use transport impacts and which forms part of the European TEN-T network.
- Proposed Material Alteration nos. 10, 13, 28, 29, 38 and 39 combine to propose (as described in proposed material alteration no. 38) “*an ice-hockey arena/Multi Purpose Arena (and associated uses) of strategic national or regional importance on Superblock TCE4*”. It appears that the proposed consideration and mitigation of potential transport impact of such a land use is by way of “*Addendum to Appendix B Urban Design Code Control and Guidelines (TCE4) (Schedule 4 of the CE Report)*”. TII has also reviewed the proposed *Addendum to Appendix B Urban Design Code Control and Guidelines (TCE4)* and notes that transport assessment and mitigation for the proposed land use appears to occur in:
 - “*Table 1. Urban Design Objectives*” at “*6.6 Access, Mobility and Servicing*” and “*6.7 Event Management and Operational Integration.*”
 - In addition, proposed material alteration no. 39 entitled “*Traffic Safety and Event Management*” for the proposed land use appears to repeat a proposal for the implementation of “*An Event Management Protocol*” and “*Event Management Plan*” as set out in Urban Design Objective 6.7 of the *Addendum to Appendix B Urban Design Code Control and Guidelines (TCE4)*.

“*Table 1. Urban Design Objectives*” at “*6.6 Access, Mobility and Servicing*” focus on internal superblock and SDZ arrangement accessibility matters. While and “*6.7 Event Management and Operational Integration*” proposing an “*An Event Management Protocol*” and “*Event Management Plan*” are the sole transport planning and transport impact mitigation for a proposed “*Arena... of strategic national or regional importance*”. Neither the proposed event management “*protocol*” nor “*plan*” form, content or required effectiveness thresholds appears to be defined as part of the proposed material alterations. In addition, it is the opinion of the Authority that the requirements proposed for the “*protocol*” and “*plan*” could prove to be difficult to implement. The proposed “*protocol*” and “*plan*” put forward are highly likely to require actions and agreements for a wider regional catchment response which could be ultra vires to functions and jurisdiction of the planning authority and the transport authorities named.

Therefore having evaluated the above proposed material alterations, TII is seriously concerned with the inclusion of “*an ice-hockey arena/Multi Purpose Arena (and associated uses) of strategic national or regional*”

¹ Please note to provide clarity on TII’s submission, TII has extracted the specific proposed material alterations of concern to the Authority in Appendix no. 1 of this submission. TII found this necessary due to difficulties with navigation and interpretation of the Amendment format.

importance on Superblock TCE4 “ given the absence of appropriate and evidence based transport assessment for and the identification of impact mitigations proportionate to a use with national and regional catchment transport generation requirement. TII consider that the proposed material alterations to Proposed Amendment no. 11 to support this proposed use are seriously substandard and premature for inclusion within the SDZ mechanisms which exist for fast tracking implementation of development proposals.

TII recommendation no. 1: Prematurity of proposed Material Alterations in respect of “Superblock TCE 4” (Proposed Material Alteration nos. 10, 13, 28, 29, 38 and 39)

TII is seriously concerned that a use of the type described “*an ice-hockey arena/Multi Purpose Arena (and associated uses) of strategic national or regional importance*” will generate traffic and public transport requirements at a commensurate scale at unpredictable intervals which has not been accounted for as part of the existing coordinated delivery of supporting transportation infrastructure to ensure the sustainable development of the Planning Scheme area.

This is especially a concern given the absence of appropriate and evidence-based transport and traffic mitigations proposed within the material alterations which would be proportionate with the proposed use requirement for a national and regional catchment. The proposed transport assessment and mitigation for the proposed land use appears to occur in proposed *Appendix B Addendum “Table 1. Urban Design Objectives”* at “6.6 Access, Mobility and Servicing” and “6.7 Event Management and Operational Integration” which includes proposed “*Event Management Protocol*” and “*Event Management Plan*” repeated as proposed material alteration no. 39. As transport planning and transport impact mitigation for a proposed “*Arena... of strategic national or regional importance*”, the proposed “*protocol*” and “*plan*” are in TII’s opinion seriously substandard and premature especially for inclusion within the SDZ mechanisms for fast tracking implementation of development proposals.

In the absence of an evidence based statutory led plan which identifies appropriate multi-modal transport mitigations / measures, TII are of the opinion that use of the type described “*an ice-hockey arena/Multi Purpose Arena (and associated uses) of strategic national or regional importance*” has the potential to:

- seriously undermine and adversely impact the safe and efficient operation of the national roads network at this sensitive and critical location which forms part of the the Trans-European Transport Network (TEN-T); and also
- adversely impact the effective operation and current capacity of Luas to serve the existing development area, the accepted uplift for residential uses and more critically, the Dublin City Region.

TII also considers the inadequacy of the proposed transport mitigations and management measures will undermine the intended functioning of the SDZ and consequentially the operation of an Arena “*of strategic national or regional importance*”.

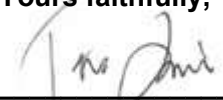
Therefore, in TII’s opinion, the proposed material alterations including “*Appendix B addendum*” are inappropriate and premature pending preparation of an evidence-based assessment which identifies suitable mitigations / measures reflecting the requirements of the introduction of a National / Regional catchment destination use and the wider regional transport infrastructure and services for its support. TII therefore recommends the omission of Material Alterations in respect of “*Superblock TCE 4*” (Proposed Material Alteration nos. 10, 13, 28, 29, 38 and 39) until these critically important matters are addressed and resolved.

Conclusion

TII remains committed to the tripartite collaboration with Dun Laoghaire Rathdown County Council and the NTA that supports extant responsibilities in respect of monitoring the implementation of the Cherrywood SDZ Planning Scheme. TII is available to assist the Council in addressing matters raised in this correspondence.

Please acknowledge receipt of this submission.

Yours faithfully,



Tara Spain
Head of Land Use Planning

Appendix 1 – Rendition of Proposed Material Alteration nos. 10, 13, 28, 29, 38 and 39 in respect of “superblock TCE4”

MA No.	Proposed Material Alterations (to Proposed Amendment No. 11 document)
10	<p>In Chapter 6, Section 6.7 Development Area 7: Macnebury (page 82), amend as follows:</p> <ul style="list-style-type: none"> For the Alternative Scenario for Superblock TCE4 to add a specific Addendum to Appendix B (Urban Design Code) which would facilitate consideration of a site-specific and exceptional development proposal within the TCE4 Superblock. The Addendum would provide an alternative urban design framework to the adopted TCE4 Urban Design Code, reflecting the unique spatial, operational, and civic requirements of a proposed multi-purpose arena and associated uses.
13	<p><u>TCE4</u></p> <p>Insert a New Addendum to the Urban Design Code to set out design criteria and development parameters for an Ice-Hockey/Multi-Purpose Arena of strategic significance.</p> <p>Addendum to Urban Design Code: Controls and Guidelines (TCE4) (Schedule 4 of the CE Report).</p>
28	<p>Insert Text at End of Future Form Text on P. 154 as follows:</p> <p>Note: Addendum for Superblock TCE4 which shall only apply in the event of a site-specific and exceptional development as per criteria set out in the Addendum.</p>
29	<p>Insert New Addendum to the Urban Design Code for TCE4</p> <p>Addendum for an Alternative Urban Design Framework for TCE4 (4 no. Pages).</p>
38	<p>Delete Text inserted to Table 7.5 Town Centre Active Travel in relation to the phasing of Grand Parade Bridge and a development of Strategic National or Regional Importance on TCE4, as submitted by way of the Chief Executive’s Report on Submissions (Blue Text) and insert text:</p> <p>Insert Text as a new Objective DA49 in Section 6.7 Development Area 7: Macnebury</p> <p>“In the event of a potential future development of an ice-hockey arena/Multi Purpose Arena (and associated uses) of strategic national or regional importance on Superblock TCE4, as provided for under an Addendum to the Urban Design Code (Appendix B), an event management protocol shall apply requiring engagement with relevant statutory agencies; along with robust event management plans, and these shall be subject to on going monitoring and review to ensure fit-for-purpose.”</p>
39	<p>Insert Text after Section 7 of Addendum to Appendix B, Urban Design Code: Control and Guidelines for Superblock Town Centre Environs, to read as a new section, as follows:</p> <p>“Traffic Safety and Event Management In the case of an exceptional development proposal for Superblock TCE4 for an ice hockey/Multi Purpose Arena and associated uses, as provided for under the Addendum to the Urban Design Code (Appendix B) the following requirements shall apply:</p> <ul style="list-style-type: none"> • An Event Management Protocol to be agreed with dlr as the local authority and the relevant statutory agencies, including, inter alia, Transport Infrastructure Ireland (TII) and the National Transport Authority (NTA). • The implementation of a robust Event Management Plan commensurate to the scale and nature of the various events, as may be appropriate • On-going monitoring and review of the protocol and event management plan to ensure best practice.”



An Roinn Oideachais
agus Óige
Department of
Education and Youth

Forward Planning Infrastructure Department,
Dún Laoghaire Rathdown County Council,
County Hall,
Marine Road,
Dún Laoghaire,
Co. Dublin

23 April 2026

**Re: Proposed Amendment No. 11 Cherrywood Town Centre & Environs Review –
Proposed Material Alterations**

Dear Sir/Madam,

I refer to the above. The Department of Education and Youth wishes to make the following submission to the proposed material alterations to Amendment No. 11 Cherrywood Town Centre & Environs Review. The department has considered the material alterations and has observed the following.

Proposed Material Alteration No 31.

The department notes the additional text in relation to the location of the fifth primary school which may be located within the town centre environs.

Proposed Material Alteration No 34.

The department notes the inclusion of additional text that in the event of a proposal for a primary school site within the Town Centre Environs (Superblocks TCE1-TCE5) to meet the phasing and sequencing requirements, any such proposal shall be accompanied by a Sequential Test demonstrating the rationale for location within the Environs rather than the Town Centre Core, having regard to the overall Planning Scheme Objectives.

The department has considered the above amendments. In relation to MA 31, the area for the future location of a school has now been expanded to include the Town Centre Environs (TCE) along with the Town Centre Core (TCC) lands. The department notes that the lands within the TCE are located adjacent to those lands in the TCC. This proposed amendment is a notable change from what was envisaged in the proposed variation document that was published in November 2025.

In its January 2026 submission to the variation, the department noted that this proposed school site should be located within the Town Centre Core, to cater for children living within that area. The submission also stated that schools are generally considered to be enabling infrastructure for housing and as such, they should be positioned in the heart of new and expanding sustainable communities, allowing for the maximum benefit to the community inside and outside school hours. It was also requested that other community facilities and amenities be positioned close to school



facilities to allow all such facilities complement each other. The department requested that the site identified fits the criteria above.

MA 31 would suggest that a site has yet to be identified. The department would like to reiterate that regardless of its future location, whether it is in the TCE or the TCC, the proposed new school should be located in the heart of the new community as outlined above.

The department welcomes MA 34 as it requires a rationale for any identified site within the TCE to be provided. The department hopes that the importance of centrally locating a school within its community will be part of the rationale that determines the new school's location.

The department welcomes the continued engagement with the Council regarding the development of both new and existing schools, as appropriate, and emphasizes the critical importance of the ongoing work of the Council in ensuring sufficient land is zoned for this purpose.

Yours sincerely,

Mairead Garry
Statutory Plans
Forward Planning Section

Administrative Officer
Forward Planning Infrastructure Department
Dún Laoghaire-Rathdown County Council
County Hall,
Marine Road,
Dún Laoghaire

email: FPIadmin@dlrcoco.ie

23 April 2016

Re. Proposed Amendment No. 11 Material Alterations/Modifications, Cherrywood SDZ

Dear Sir/Madam

On behalf of **Prime Arena Holdings Limited**, Ground Floor Hibernia House, Cherrywood Business Park, Loughlinstown, Dublin 18, I wish to make a submission in respect of the Proposed Material Alterations / Modifications to Amendment 11 of the Cherrywood SDZ Planning Scheme.

The submission relates to lands at Cherrywood known as superblock **TCE4** (formerly HIE4), which is located in Development Area 7 Macnebury.

1. Proposed Multi-Purpose Arena at Cherrywood

Prime Arena Holdings (PAH) intends to develop a Multi-Purpose Arena at TCE4 Cherrywood, delivering a world class winter sports and entertainment facility in Dublin and a major milestone for Irish winter sports.

The Arena will provide **strategic infrastructure of national and regional significance**, with the capacity to:

- Support the delivery of major sporting and cultural events,
- Enhance Ireland’s international competitiveness as a host destination, and
- Generate substantial tourism and economic benefits for Dun Laoghaire Rathdown.

The Arena is a strategic national investment that reflects Ireland’s ambition to combine sport, culture, and economic diplomacy in one destination. It will elevate the country’s standing as a European leader in sport-linked tourism and international event hosting while giving Irish athletes and communities access to the type of world-class facilities that exist elsewhere across Europe.

Provisionally named the ‘Dublin Arena’, it will feature two Olympic-sized ice rinks: Arena 1 configured as a c. 8,000 seat venue for concerts, entertainment, conferences and major sporting events and Arena 2 prioritised to community access, youth development, grassroots participation and elite athlete training.

The venue will also host the Republic of Ireland’s first professional Ice Hockey franchise, which will join the Belfast Giants in the UK’s Elite Ice Hockey League. One rink will be publicly available year-round supporting new amateur clubs, collegiate ice hockey and a wide range of ice-based sports for athletes of all abilities.

Since the early planning stages, PAH has engaged proactively with Ireland’s Winter Sport National Governing Bodies (NGBs) and the Olympic Federation of Ireland to ensure that the proposed Arena reflects the real-world needs of athletes, coaches, and sport administrators.

With more than 1.3 million visits annually, the Arena is projected to contribute approximately €298 million each year to the Irish economy and support 2,409 jobs across construction, operations, and associated services. The project is expected to generate over 237,000 hotel bed-nights and attract 67,500 international visitors annually, providing a direct boost to the tourism and hospitality sectors.

A Preliminary Masterplan for the site has been developed by DMOD architects, which includes Arenas 1 and 2, an outdoor plaza as well as future phase buildings in the northern part of the site (potential hotel). The proposal is subject to ongoing consultation with Dun Laoghaire Rathdown County Council.

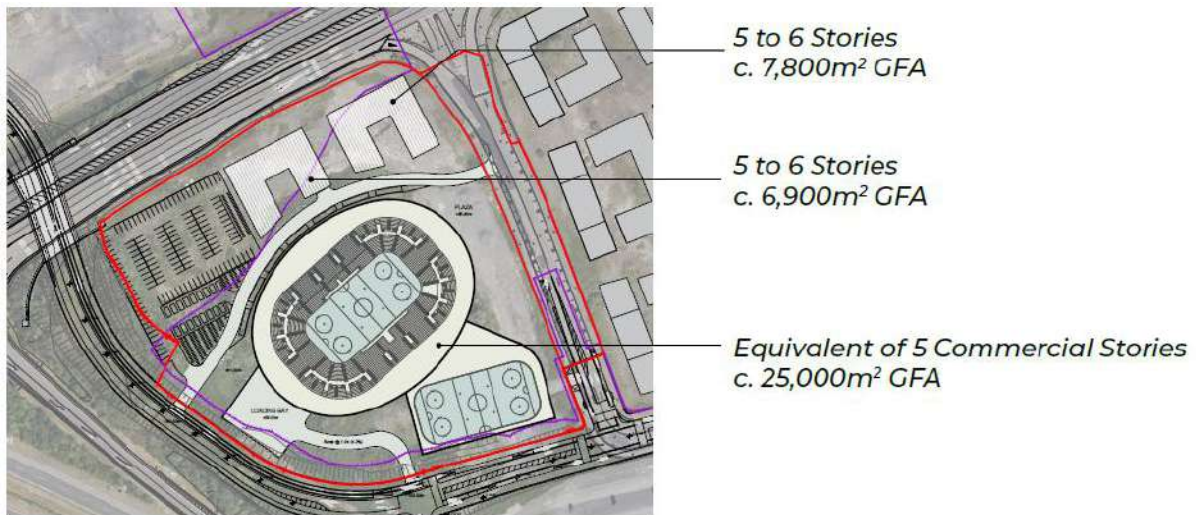


Figure 1: Preliminary Masterplan (DMOD Architects)

2. Proposed Material Alterations

The submission by PAH in response to the initial statutory public consultation for Proposed Amendment 11 (January 2026) described the unique nature of the proposal and requested that alterations be made to the proposed Amendment to ensure that the Arena development would be consistent with the design criteria and development parameters of the Planning Scheme.

It was noted that in terms of development quantum and plot ratio, the nature of the Arena building is such that it occupies a large volume but has a relatively low gross floor area compared to conventional commercial or residential buildings. As such, floor space and plot ratio metrics are not suitable measures of intensity of use for this type of facility.

The Chief Executive's Report on Submissions received during the Statutory Public Consultation period considered the PAH submission and noted the following:

Development Capacity Re. An Alternative Proposal for TCE4 The submission for Superblock TCE4, contends that the Arena does not easily fit into existing categories due to its multi-purpose nature. With regard to Plot Ratio, the building has a large volume but relatively low floor area, making plot ratio an inaccurate measure of

intensity. It is thus requested that a new section be added to the Proposed Amendment allowing the consideration of proposals on a case-by-case basis.

*The Planning Authority have considered the submission, and it is recommended as a solution to address this extraordinary future potential development that said be managed by way of a proposed Addendum to the Planning Scheme. Such an Addendum would facilitate consideration of a site-specific and exceptional development proposal within the **TCE4** Superblock. The Addendum would provide an alternative urban design framework to the adopted **TCE4** Urban Design Code, reflecting the unique spatial, operational, and civic requirements of a proposed multi-purpose arena and associated uses. The proposal cannot be readily accommodated within the standard Planning Scheme methodology, as it would require substantial duplication of content throughout if integrated into all aspects the code and guidelines. This Addendum would be read in conjunction with, and not as a replacement for, the Revised Town Centre and Environs Planning Scheme. In the event that the proposals covered in this Addendum do not proceed, the adopted **TCE4** Planning Scheme provisions shall remain fully operative without modification.*

The proposed Addendum to the Planning Scheme as referred to in the Chief Executive's Report forms part of the Material Alterations (MA) that are currently on public display. MA No. 13 provides for the following:

Insert a New Addendum to the Urban Design Code to set out design criteria and development parameters for an Ice-Hockey/Multi-Purpose Arena of strategic significance.

[Addendum to Urban Design Code: Controls and Guidelines \(TCE4\)](#) (Schedule 4 of the CE Report).

The proposed Addendum is also referenced under MA Nos. 10, 28, 29, 38 and 39.

The purpose of the Addendum is described as follows:

This Addendum has been prepared to facilitate consideration of a site-specific and exceptional development proposal within the TCE4 Superblock, Town Centre and Environs, Cherrywood.

The Addendum provides an alternative urban design framework to the adopted TCE4 Urban Design Code, reflecting the unique spatial, operational, and civic requirements of a proposed Ice Hockey / Multi Purpose Arena and associated uses. The proposal cannot be readily accommodated within the standard planning scheme methodology, as it would require substantial duplication of content throughout if integrated into all aspects the code and guidelines

The alternative urban design controls address the following elements:

- *Urban structure - primary frontages, zone for arena;*
- *Building height, and general massing;*

- *Public Realm, of streets, spaces and other elements;*
- *General approach to supporting uses and use mix; and*
- *General approach to access and circulation.*

The Addendum includes the following design parameters for TCE4.

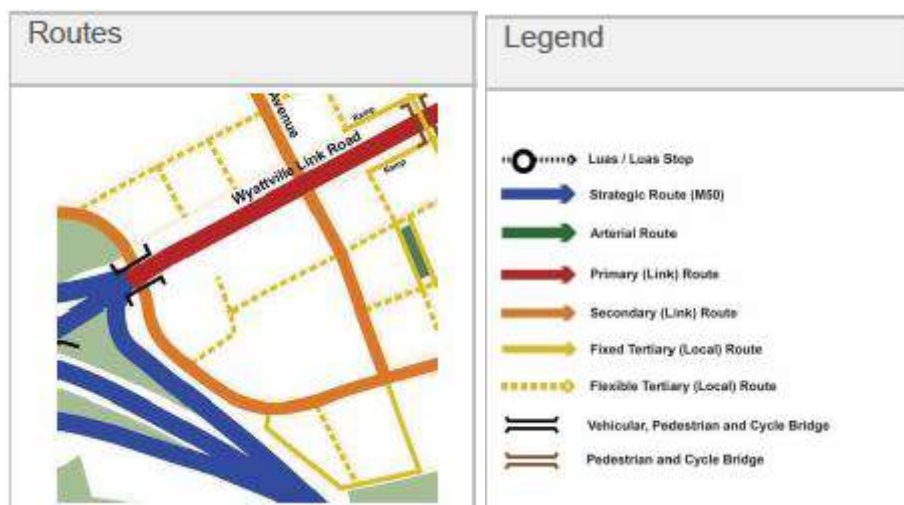
Town Centre Environs	
Superblock	TCE4
Area (ha.)	3.39 (undeveloped)
Land use	TCE uses including: Ice Hockey / Multi Purpose Arena (large-scale recreation, leisure, tourism and event- based destination use and associated supporting uses)
Plot ratio range	1.5 - 2.0
Urban scale	General range: 3-8 storeys or equivalent (see Urban Design Objective 6.3)
Parcels	TCE4/1-3 (Parcel amalgamation considered as per Code guidelines)

The Addendum includes a series of diagrams addressing the following parameters:

2.1 Routes

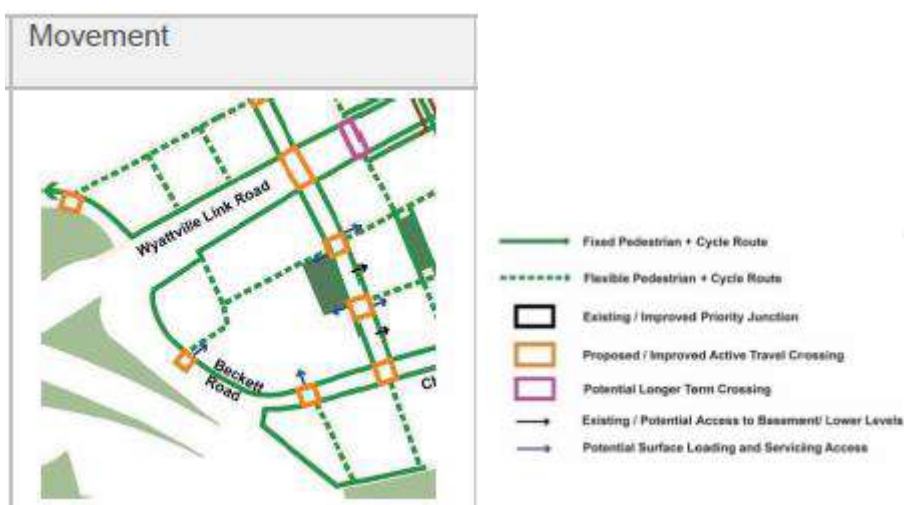
- Wyatville Link Road (red) is the Primary (Link) Route
- Beckett Road and Cherrywood Avenue West (orange) are Secondary (Link) Routes

- An east-west route through the Superblock (dashed yellow) is a Flexible Tertiary (Local) Route



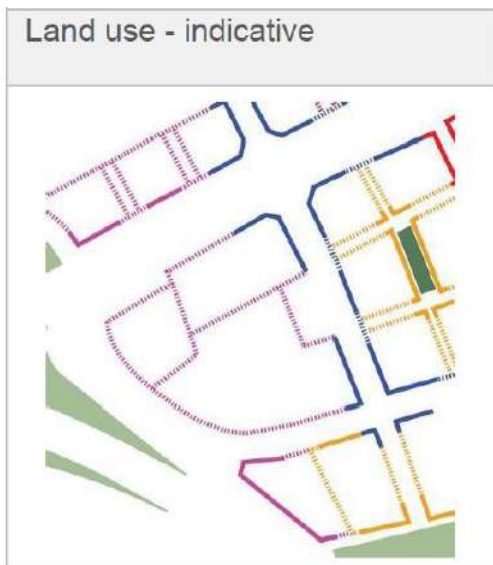
2.2 Movement

- Wyatville Link Road, Beckett Road and Cherrywood Avenue West as Fixed Pedestrian & Cycle Routes.
- Routes through the Superblock a Flexible Pedestrian & Cycle Routes.
- Proposed / Improved Active Travel Crossings at Beckett Road and Cherrywood Avenue West, and traversing Wyatville Link Road
- Potential Surface loading and service access points at Beckett Road and Cherrywood Avenue West.



2.3 Land Use – Indicative

- Flexible SEU (strategic urban employment) frontages to Beckett Road, Wyatville Link Road and at the parcel boundaries.
- Fixed Mixed-Use Frontages along parts of Cherrywood Avenue West.



- Fixed Retail & Services Frontage
- - - Flexible Retail & Services Frontage
- Fixed Mixed Use Frontage
- - - Flexible Mixed Use Frontage
- Fixed Residential Frontage
- - - Flexible Residential Frontage
- Fixed SEU Frontage
- - - Flexible SEU Frontage

2.4 Street Wall Continuity of Frontage

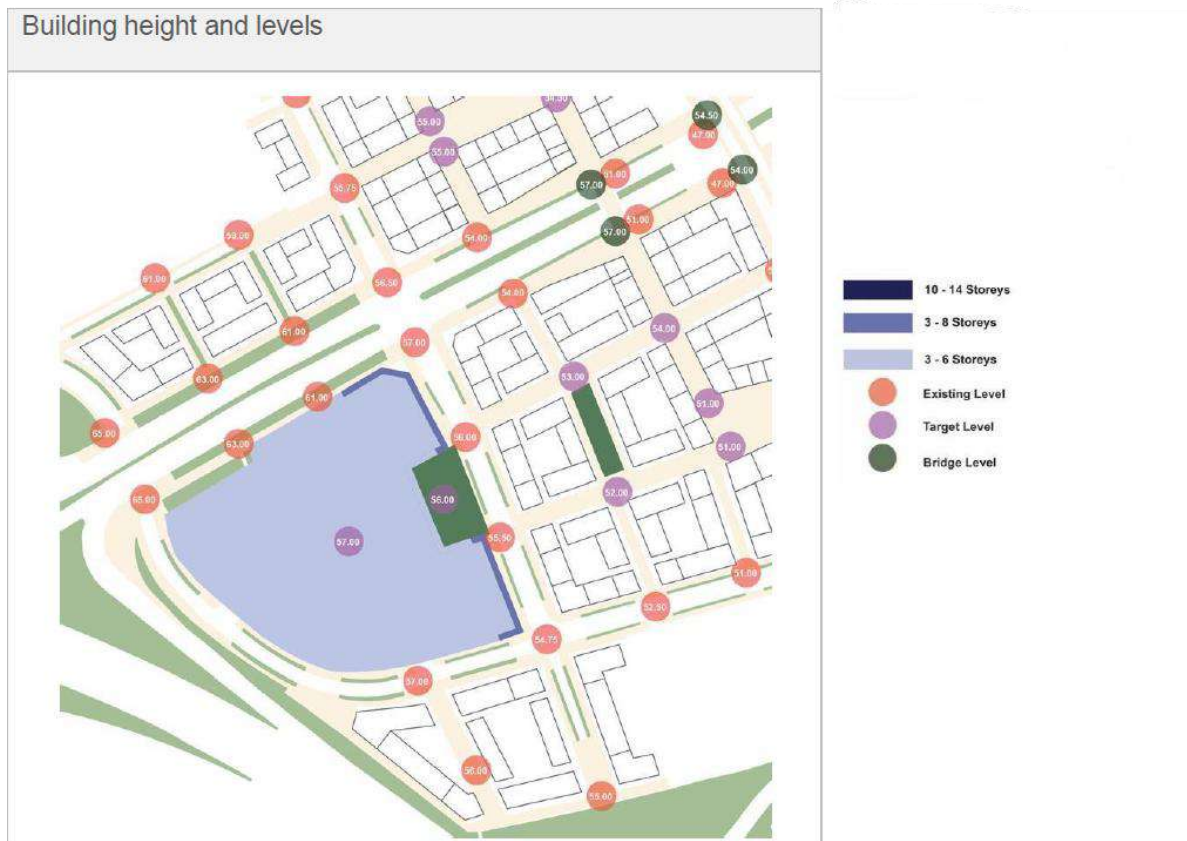
- Principal massing to street at Beckett Road, Wyatville Link Road and at parcel boundaries.
- 90-100% Street Wall Continuity along parts of Cherrywood Avenue West.



- 100% Street Wall Continuity
- 90% - 100% Street Wall Continuity
- - - 80% - 100% Street Wall Continuity
- - - Principal Massing to Street

2.5 Building height and levels

- 3-6 storeys with 3-8 storey elements at north-east and south-east corners of Superblock.



2.6 Masterplan – Indicative

- New urban blocks
- Local pocket park at Cherrywood Avenue West
- Urban landscaping

Masterplan – indicative



3. Submission

PAH welcomes the proposal to include a site-specific urban design framework for TCE4. It is considered that the Addendum will provide an appropriate framework for assessment of the proposed Arena, subject to the revisions set out below.

3.1 Plot Ratio

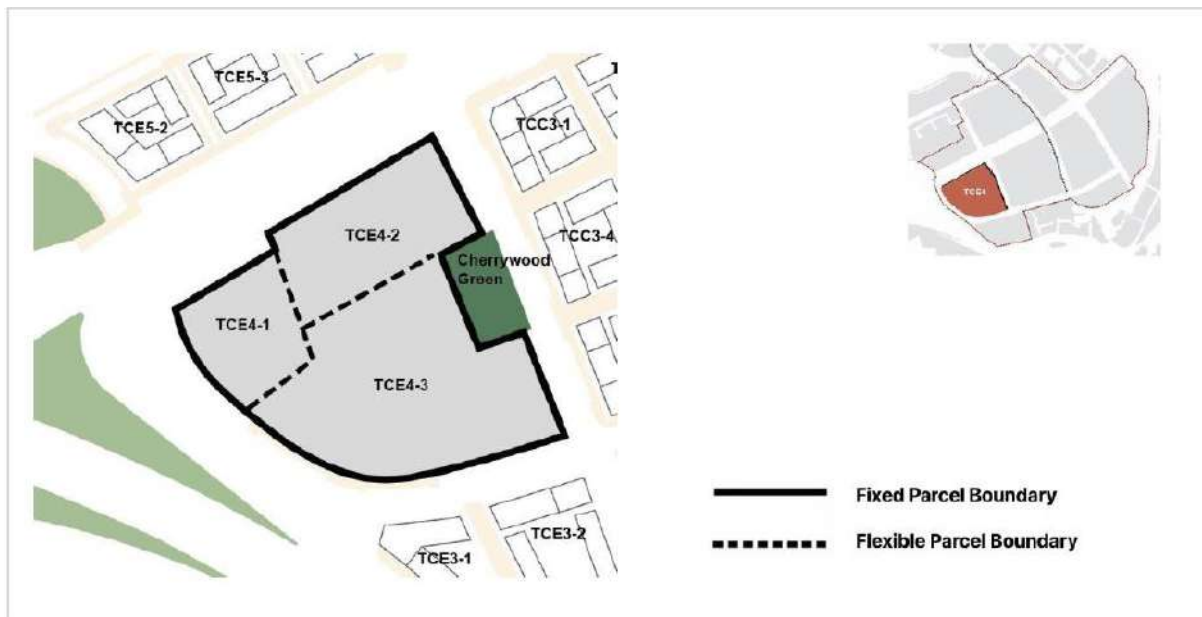
As set out in the initial submission, it would not be possible to achieve a plot ratio of 1.5 due to the relatively low floorspace (c. 25,000sqm) of the Arena building, which will occupy a significant area of the Superblock. The Chief Executive's Report recommended the Addendum *as a solution to address this extraordinary future potential development that said be managed by way of a proposed Addendum to the Planning Scheme.*

The table contained within the Addendum contains the same ‘Plot Ratio range’ of 1.5 to 2.0 as per the original Amendment 11. This equates to a floorspace requirement of 50,850sqm to 67,800sqm.

The inclusion of this Plot Ratio requirement in the Addendum is inconsistent with the quantum of floorspace achievable on TCE4. As the plot ratio metric is based on more conventional building typologies and is not easily or reasonably applicable to a sports arena/ stadium type development, it is **requested that the plot ratio parameter be amended from ‘1.5-2.0’ to ‘up to 2.0’, with no minimum plot ratio.**

3.2 Parcel Boundaries

PAH welcomes the inclusion of flexible parcel boundaries between TCE4-1, TCE4-2 and TCE4-3.



The Addendum requirement for a civic or urban plaza, in lieu of Cherrywood Green, is also noted and is a key element of the Arena project.

Public Realm and Place Quality

The development is required to contribute positively to the hierarchy of urban and open spaces within the Town Centre, including streets, greens and other elements. For example, a civic or urban plaza area, or as may be appropriate, in lieu of Cherrywood Green.

The inclusion of a fixed boundary around Cherrywood Green on the above diagram is considered inconsistent with the text of the Addendum. **It is requested that this be changed to a flexible boundary line.**

3.3 Fixed Frontages & Street Wall Continuity

The Arena Masterplan will include a generous urban plaza, occupying a larger area and frontage compared to the Cherrywood Green space as shown in the Addendum diagrams.

The inclusion of Fixed Mixed-Use Frontage and 90-100% street wall continuity at the northern and southern ends of Cherrywood Avenue West could compromise or restrict the extent of plaza envisaged in this location.

To facilitate consideration of a larger plaza, it is considered appropriate to amend the Land Use and Street Wall diagrams.

It is requested that the Land Use diagram be amended to provide a Flexible Mixed-Use Frontage at Cherrywood Avenue West.

It is requested that the Street Wall diagram be amended to provide 80-100% Street Wall Continuity at the north and south ends of Cherrywood Avenue West.

3.4 Movement / Active Travel

The construction of the Beckett Road underpass will provide an important new Active Travel crossing of Wyatville Link Road in close proximity to TCE4.

It is requested that the Movement diagram be amended to include the Beckett Road Active Travel crossing.

Conclusion

PAH is committed to delivering a world class amenity in Cherrywood and is progressing towards submission of a planning application.

The proposal to include a Site-Specific Addendum to facilitate assessment of the proposal is welcomed subject to the revisions described above.

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It is requested that this submission be taken into consideration and that the requested revisions to the amendment be incorporated to ensure that the proposed Multi-Purpose Arena can be delivered.

Yours sincerely

Darran Quaile

Forward Planning Infrastructure Department
Dún Laoghaire-Rathdown County Council,
County Hall, Marine Road,
Dún Laoghaire,
Co. Dublin

By email: FPladmin@dlrcoco.ie

23/04/2026

RE: CHERRYWOOD TOWN CENTRE REVIEW AMENDMENT 11 – MATERIAL ALTERATIONS – TCC1B
FOR: HINES CHERRYWOOD DEVELOPMENT FUND ICAV

Dear Sir/Madam,

This submission to the Amendment 11 – “Material Alterations” is made on behalf of *Hines Cherrywood Development Fund ICAV* (hereafter ‘**HCDF**’) in relation to their lands at Cherrywood known as **TCC1B**.

We look forward to hearing from you in due course.

Yours sincerely,



Ray Ryan
BMA PLANNING
ray@bmaplanning.ie

**RE: CHERRYWOOD TOWN CENTRE REVIEW AMENDMENT 11 –
SUBMISSION TO “MATERIAL ALTERATIONS” (APRIL 2026)**
FOR: HINES CHERRYWOOD DEVELOPMENT FUND ICAV

INTRODUCTION

This submission to Amendment 11 “Material Alterations” is further to previous TCC1B submissions made by Hines Cherrywood Development Fund ICAV (HCDF) dated 13/01/2026¹.

This submission is focussed on a number of specific “Modifications” now presented by DLRC which HCDF believes need to be addressed in the current Amendment 11 process to enable HCDF to support the Amendment in the event that it is approved by the Elected Members in the coming months.

HCDF has engaged Henry J Lyons Architects and AHMM Architects to review of the revised UDC – **Appendix B: 'Urban Design Code: Controls and Guidelines'** and prepare a preliminary “test-fit” which will require further iterative design development and testing of the revised parameters. The issues addressed below are informed by this design exercise and by commercial / market analysis by Hines and commercial agents.

1.0 **MODIFICATION MA43 - TCC1B LAND USE – OPTION TO TRANSFER ‘URBCOMM’ TO ‘RESIDENTIAL’**

HCDF welcomes the modifications proposed in relation to UrbComm in response to ‘*MODIFICATION SOUGHT TCC1B #3: Target Land Use Mix (Table 6.2.2)*’ which will assist with the commercial viability concerns expressed by a number of landowners.

However, despite the HCDF request to increase the residential potential of TCC1B, the following changes are now proposed:

1. **Modification MA4** - The MIN plot ratio has been reduced from 2.6 to 2.4 (from 80,600sqm to 74,400sqm)
2. **Modification MA3** - TCC1B residential allocation (Table 6.2.2) has been reduced (WAS 574 - 646 units, NOW 508 – 593 units). Table 6.2.2 Residential of **54,868sqm** on TCC1B has been removed. A 58% allocation equates to **50,344sqm** (based on maximum 2.8 plot ratio) which is a reduction of over 4000sqm.
3. **Modification MA6** - The MAX plot ratio of 1: 3.2 for TCC1B residential is to be removed. This clause offered potential uplift in residential units and is now removed.
4. **Modification MA11, MA14 and MA26** - Amendment 11 included 10,463-13,950sqm (123-164 apartments) in TCE5 which, as requested, is to be removed. The increase in Residential (in lieu of UrbComm) in TCC1B would be less than the TCE5 residential allocation now changed to UrbComm/ SUE.

¹ This submission also incorporated - ‘Preliminary TCC1B Submission on Draft Amendment 11 Submitted to An Coimisiun Pleanala (ACP-321573-25) and Appendix A: Architectural Feasibility (HJL/ AHMM)

5. **Modification MA17 and MA18** - HCDF notes Modification MA17² which removes the “5% variance” clause in the original Amendment with a more general provision for ‘*a degree of flexibility in certain instances, ‘at the discretion of the Planning Authority, where it is considered appropriate to assist in delivering the design principles of the Urban Design Code’*. There is also a similar proposal in Modification MA18³. Subject to achieving the flexibility to consider residential uses under Modification MA43 below, HCDF is satisfied to support this provision which will make it possible for the Planning Authority to apply discretion where a planning justification exists at the time of a planning application.

Modification MA43

Modification MA43 means that TCC1B UrbComm allocation could reduce from **18%** to **9%** if alternative uses can be found. This potential to reduce UrbComm is welcomed. However, the proposal for transfer to residential is not allowed. The CE Report contends that an increase in the residential component would undermine the vibrancy / mixed-use district centre function of the Town Centre.

Against the background outlined above, HCDF requests that the wording of **Modification 43** is changed by removing the text bold and struckthrough, as follows:

Modification MA43

The following footnote to Table 6.2.2, see Chapter 6 – Tables for Development Type and Quantum (Schedule 7 of the CE Report) should apply:

NOTE 3

‘Where it can be demonstrated at planning application stage that the quantum of UrbComm floorspace is not viable and is a barrier to the delivery of retail/services and housing in a timely fashion, the Planning Authority, at its absolute discretion, may consider and accept a redistribution of UrbComm floorspace up to a maximum of 50% of the overall UrbComm floorspace allocation ~~to the following specific land use mix categories: Retail and Services and / or Leisure, Recreation and Tourism~~ **other land use categories** either on a temporary or permanent basis, subject to demonstrating future adaptability to UrbComm Uses and meeting the overall objectives of the Planning Scheme and UDC.

In the interest of clarity, this potential flexibility shall apply to a maximum of 50% of the overall specified UrbComm floorspace of a particular Superblock ~~and shall apply only to the specified alternative land use mixes. It shall not apply to residential or other uses, in the interest of maintaining a vibrant mixed-use Town Centre. Furthermore,~~ the potential for flexibility shall only apply to Superblocks within the Town Centre Core and not to Superblocks within the Town Centre Environs. This approach protects the employment function of the Town Centre Environs.’

² Amend Text in Chapter 2, Section 2.6, Para 3. P. 33

³ Amend Text in Chapter 6, P. 105

This is a minor change and does not alter any other aspects of the Planning Scheme. It merely allows an opportunity to allow a transfer of some UrbComm floorspace to Residential to also be “open for consideration” **at the absolute discretion of the Planning Authority.**

The main reasons are summarised as follows:

1. **Overall Use Mix** - The CE Report responded to the request to transfer residential from TCE5 to TCC1B by stating that there is no capacity for additional density. However, to clarify, the HCDF request was not for additional density. The objective of retaining the overall use mix (c.75%) in the Town Centre is not impacted where there is an overall reduction in residential quantum due to the removal of the significant TCE5 residential allocation (13,950sqm/ 164 apartments max).
2. **Vibrancy** - The suggestion that such a change would reduce the level of vibrancy in the town centre is disputed. In circumstances where all TCC1B ground floor/ street level uses (other than residential lobbies) will be commercial, additional residential overhead would greatly increase the level of vibrancy within the town centre, particularly when considering the advantages of residential use in creating activity outside of working or business hours.
3. **Vacancy** - UrbComm use allocations above ground/street level will not contribute to town centre vibrancy if the floorspace is either not built or remains vacant. All evidence presented in the context of Amendment 11 that there is no market for the quantum of UrbComm proposed.
4. **Density** – If there is a possibility that some of the UrbComm allocation can be residential this will assist schemes achieving the maximum plot ratio for the TCC1B plot. As the Amendment is currently structured, HCDF may be forced to aim for the MINIMUM density floorspace allocation and therefore an unintended consequence of the proposals is that TCC1B will not achieve its maximum potential (1:2.8 plot ratio). This is a missed opportunity.
5. **Housing Supply** - DLRCC is mandated by Government to promote sustainable housing opportunities to address the housing crisis. There is no more suitable location for new apartments in DLR than TCC1B and any potential opportunity should not be precluded in the Planning Scheme.

The specific merits of any proposals will be examined at detailed planning application stage and DLRCC will have “absolute discretion” to determine if the Modification 43 transfer clause to residential as proposed above is appropriate at the time of a planning application.

MODIFICATION MA43**TCC1B LAND USE – OPTION TO TRANSFER ‘URBCOMM’ TO ‘RESIDENTIAL’**

- Revise wording of footnote to Table 6.2.2 to enable transfer of up to 50% of UrbComm floorspace allocation to residential at the absolute discretion of the Planning Authority

2.0 MODIFICATION MA19 - URBAN DESIGN CODE (APPENDIX B)**General**

HCDF welcomes a number of DLRCCs Modifications which have responded comprehensively to the issues raised in their previous submission under the heading ‘MODIFICATIONS SOUGHT TCC1B #4’ and ‘MODIFICATION SOUGHT TCC1B #7: Urban Development Code (Appendix B)’. The re-orientation of Cherrywood Square is welcomed and the changes to the UDC to allow the specific amalgamation of blocks TCC1B-1 and TCC1B-4 to facilitate the supermarket anchor tenants is workable and acceptable to HCDF.

Henry J Lyons Architects has undertaken a review of the revised UDC – Appendix B: ‘*Urban Design Code: Controls and Guidelines*’ and has prepared a “test-fit” which will require further iterative design development and testing of the revised parameters. The design exercise confirms that the revised UDC proposals are generally acceptable to HCDF, however there are aspects of the UDC that, if treated in a prescriptive manner, would completely undermine the commercial viability of the TCC1B development and would mean that TCC1B would not be in a position to apply a number of the key provisions of the Apartment Guidelines.

The crux of this concern goes back to the lack of clarity or confidence on the part of the landowners on the precise status of the UDC relative to the main Planning Scheme. If treated as a “guideline” document by DLRCC (as it should in our respectful opinion), this allows a negotiated outcome at detailed planning application stage and flexibility to adapt to circumstances at the time of a planning application and to deal with unforeseen circumstances. However, without the status of the UDC being clarified, HCDF is concerned that the language and references to “mandatory” and “shall / shall not” will give rise to problems at planning application stage. The lessons learned from the overly prescriptive UFDF document need to be heeded in this regard.

Therefore, HCDF repeats the request from our earlier submissions that the following text be inserted at **Chapter 6, Section 6.2 Development Area 2 Cherrywood (Amendment 11 pages 104)** under the heading ‘*Implementation of the Development Code for the Town Centre Core and Environs*’, :

Suggested Modification

Layout - The Urban Development Code is not intended to impose a specific design solution and is presented as guidance to inform the detailed design process and to assist in the determination of planning applications. The Planning Authority has discretion to accept alternative or innovative design solutions and layouts subject to meeting the overriding vision for the Town Centre and adhering to the specific objectives, land use allocations, plot ratio and building height parameters for the plot. Where there is a conflict between the Planning Scheme and the UDC, the Planning Scheme shall take precedence.

There are several provisions of the UDC that cause concern but, to illustrate the point that this should only be treated as a “guidelines” the main concerns arising from the initial “test-fit” are presented below

Urban Grain

A major concern emanates from the Appendix B **Text** on pages 82-84 inclusive of the UDC under the following sub-sections:

- 3.2.3 Continuity of Frontage, Adaptability
- 3.2.4 Adaptability – urban plot grain
- 3.2.5 Urban Grain for UrbComm (Modification MA16 refers)

For the record, HCDF notes that it agrees with the overall aspirations of the UDC in terms of diversity of uses/ building types, architectural diversity. However, there are serious concerns over what could be interpreted as a requirement for ‘*a minimum of three, distinct and spatially independent buildings*’ in certain TCC1B parcels.

*Under the heading ‘Fine urban plot grain on key sloping and civic frontages (Town Centre Core), Section 3.2.4 (UDC page 84) states that “fine urban plot grain shall be a **mandatory requirement**” for every urban block that includes frontage to Cherrywood Main Street, including all returns into secondary side streets and all frontages to Cherrywood Square and Civic Square...the ramp approach to the Cherrywood Main Street pedestrian and cycle bridge and the terraces connection to Grand Parade, on both sides of Wyattville Link Road.”*

It goes on to state that each urban block on the streets and spaces referenced **‘shall be developed to include a minimum of three, distinct and independently legible buildings along the relevant frontage(s)’** and that these buildings **‘shall be designed as spatially independent elements capable of phased delivery ...’**. The last paragraph on page 84 goes on to state that **‘Ground floor only subdivision, without corresponding subdivision of plots and upper floors, shall not be considered an acceptable substitute for this requirement’**.

These statements prescribe a particular design solution on the TCC1B development where there are many possible and legitimate design approaches. It is entirely inappropriate that a Planning Scheme design “guideline” is presented in such a prescriptive manner.

HCDF would welcome the opportunity to arrange a design workshop with DLRC to further articulate these concerns but otherwise the discussions on such “points of detail” should be

allowed to take place at pre-planning stage without undue restraint emanating from a Planning Scheme which should properly deal with “principles” and “parameters”. In summary, there are significant negative implications to the approach prescribed in the UDC and these could significantly impact on the ability to implement the changes introduced in the Apartment Guidelines (2018, 2023 and 2025 versions) which in turn erode the commercial viability of the development. In particular, the imposition of the “3 independent building” approach suggested has serious potential implications for apartment layouts, number of cores, communal amenity space etc.

As stated at the outset above, HCDF believes that the underlying urban design objectives can be achieved without such prescription being imposed in a Planning Scheme.

It is appreciated that Amendment 11 process is nearing its end stage and HCDF wishes to progress with the TCC1B development. Therefore, in addition to the “Suggested Modification” to the primary Planning Scheme document outlined above, a suggested remedy for the concerns is to make the following minor adjustments to pages 82-86 of the UDC Report :

Suggested Modifications to UDC Pages 82-86

- Remove references to “mandatory requirements” ,
- All reference to “shall” should be replaced with “should have regard to”
- All references to “shall not” be replaced with “should not”

There are some consequential changes arising from the above, the following are some suggested changes to the other Modifications- MA19 and MA36. :

- Modification MA22 (Amend Objective DA19) also cross references the UDC ‘Urban Grain Strategy’ in the context of Main Street Bridge and the terrace connections to Grand Parade Bridge on both sides of the Wyatville Link Rod (WLR). However, it does not contain any absolute requirements and is therefore acceptable if the concerns above are addressed.
- Modification MA36 (Amend Objective DA16) could also usefully be revised to replace the words “To require” with the words “To seek”, thereby allowing the Planning Authority to accept a reasonable and alternative design approach to that advocated in the UDC guideline.

The Henry J Lyons/ AHMM studies also expressed concerns in relation to the prescriptive ‘Street Wall Continuity’ provisions which would be very problematic and has the potential to seriously curtail achieving the heights and densities set out in the SDZ by blocking daylight and sunlight into the communal open space. While it is a matter for detailed design and discussion at planning application stage, while there are instances where Street Wall Continuity is desirable, it is also normal and common to have gaps in the facade to allow for daylight and sunlight penetration to courtyards where guidelines require a minimum of 50% of the area of communal open space to achieve 2hrs of sunlight at the equinox. If the architects are precluded from considering such breaks between buildings this will have implications for courtyards and ultimately will impact on density

Elsewhere, text on in Section 3.3.3 ('Single and Dual-Aspect Residential Layouts within Perimeter Blocks') makes reference to the Apartments Guidelines (2025) standard of 25% dual aspect but notes that a high standard (not defined) may be required and also introduces a particular take on "side aspect units" which differs from the Apartment Guidelines and the County Development Plan.

These are just examples of the complexities arising and which all go to the core point that the UDC must not prescribe solutions to the exclusion of all other legitimate ways of designing this development.

MODIFICATION MA19

Insert suggested text (or similar) at Chapter 6, Section 6.2 Development Area 2 Cherrywood (Amendment 11 pages 104) under the heading '*Implementation of the Development Code for the Town Centre Core and Environs*', to clarify that the UDC is a "guideline" only.

Suggested Modification

Layout - The Urban Development Code is not intended to impose a specific design solution and is presented as guidance to inform the detailed design process and to assist in the determination of planning applications. The Planning Authority has discretion to accept alternative or innovative design solutions and layouts subject to meeting the overriding vision for the Town Centre and adhering to the specific objectives, land use allocations, plot ratio and building height parameters for the plot. Where there is a conflict between the Planning Scheme and the UDC, the Planning Scheme shall take precedence.

AND /OR

Remove all references to "mandatory" and "shall" particularly in relation to UDC Sections 3.2.3 - 3.2.5 (pages 82 – 86 inclusive)

3.0 MODIFICATION MA44 - RETAIL/ RETAIL SERVICES

Modification MA44 is potentially problematic and requires consideration to avoid unforeseen issues at planning application stage and, more importantly, at letting stage.

It is certainly true that the current retail market is challenged and is experiencing a move to more "services" than heretofore. However, this Modification is tracking this trend without interrogation of whether that trend being is positive or negative. The "evidence" cited in support is this (ie. Experian Goad?) is not denied but we would question whether it is a trend that the Cherrywood Planning Scheme should enshrine. While being aware of economic and

market realities, the Plan should not follow these trends unless they are desirable from a proper planning perspective.

We respectfully submit that the Planning Scheme should not be prescriptive in this regard and should allow for the possibility of a more healthy retail market where a higher proportion of units are retail suited to prime “high street” shops rather than “services” which often tend to locate on “secondary streets”.

We submit that the workability, flexibility and efficiency of the Planning Scheme would be improved if the wording was simplified as follows

Amend the note below Table 2.3 (pg. 34) as follows:

From

"Note: For Retail, a ratio of 60:40 shall apply with regard to the provision of Retail and Retail Services."

To

"Note: For Retail, a ratio within the range of 60:40 to 50:50 with regard to the provision of Retail and Retail Services will be considered optimum but without unnecessarily restricting the occupancy of vacant commercial units.

In this regard, and subject to an evidenced-based rationale by the applicant, the Planning Authority may consider a deviation from this ratio on a case-by-case basis, ~~subject to a minimum of 45% for both retail and services. This deviation may apply on a permanent basis, however, the onus shall be on the applicant to demonstrate that the relevant building / floorspace is of an adaptable design that will allow for future conversion. This allows for uses within the Town Centre to evolve and respond to the needs of the community over time. Further flexibility on the ratio may apply in the case of proposals for temporary use and / or temporary change of use (circa 0-3 years). Such proposals will be considered on a case-by-case basis."~~

MODIFICATION MA44

- Amend Note on ratio of Retail: Services

CONCLUSION

HCDF supports Amendment 11 (including the “Material Alterations” on public display), subject to the following minor Modifications being approved .

MODIFICATION MA43

TCC1B LAND USE – OPTION TO TRANSFER ‘URBCOMM’ TO ‘RESIDENTIAL’

- Revise wording of footnote to Table 6.2.2 to enable transfer of up to 50% of UrbComm floorspace allocation to residential at the absolute discretion of the Planning Authority

MODIFICATION MA19

Insert suggested text (or similar) at Chapter 6, Section 6.2 Development Area 2 Cherrywood (Amendment 11 pages 104) under the heading ‘*Implementation of the Development Code for the Town Centre Core and Environs*’, to clarify that the UDC is a “guideline” only.

Suggested Modification

***Layout** - The Urban Development Code is not intended to impose a specific design solution and is presented as guidance to inform the detailed design process and to assist in the determination of planning applications. The Planning Authority has discretion to accept alternative or innovative design solutions and layouts subject to meeting the overriding vision for the Town Centre and adhering to the specific objectives, land use allocations, plot ratio and building height parameters for the plot. Where there is a conflict between the Planning Scheme and the UDC, the Planning Scheme shall take precedence.*

AND /OR

Remove all references to “mandatory” and “shall” particularly in relation to UDC Sections 3.2.3 - 3.2.5 (pages 82 – 86 inclusive)

MODIFICATION MA44

- Amend Note on ratio of Retail: Services

Forward Planning Infrastructure Department
Dún Laoghaire-Rathdown County Council,
County Hall, Marine Road,
Dún Laoghaire,
Co. Dublin

By email: ***FPladmin@dlrcoco.ie***

21/04/2026

RE: CHERRYWOOD TOWN CENTRE REVIEW AMENDMENT 11 – MATERIAL ALTERATIONS
FOR: SSC PROPERTY ICAV ACTING FOR AND ON BEHALF OF SSC PROPERTY FUND 1 (SSC)

Dear Sir/Madam,

This submission to the Amendment 11 – “Material Alterations” is made on behalf of **SSC PROPERTY ICAV ACTING FOR AND ON BEHALF OF SSC PROPERTY FUND 1** (hereafter **SSC**) in relation to their lands at Cherrywood known as **TCC4-A1**.

SSC also owns TCE1, TCE2 and TCE3 but no further submission is proposed in relation to these plots at this time.

This submission focussed on “Modification MA43” now presented by DLRCC which relates to UrbComm transfer.

MODIFICATION MA43 - TCC1B LAND USE – OPTION TO TRANSFER ‘URBCOMM’ TO ‘RESIDENTIAL’

SSC notes the modification proposed in relation to UrbComm which allows up to 50% of UrbComm to be transferred to other categories but transfer to residential is not allowed. For this reason, this modification is of little or no practical benefit to Plot TCC4-A1 in circumstances where:

1. The residential allocation for TCC4-A1 is only **40%** (71 apartments). This proportion of residential is not sufficient to carry 60% non-viable commercial uses **and therefore, as currently presented, the plot will not be developed.**
2. In addition to the unviable UrbComm allocation of 50%, the previous SSC submission has explained why a 10% Retail and Services (1500sqm) allocation is problematic on TCC4-A1 where there is only 10-15 metres of frontage to Grand Parade and where there is a very significant retail/ services quantum to be absorbed on the TCC1B and TCC3 plots focused on the “Main Street”.

3. The modification effectively enables a potential transfer between *UrbComm* and *Leisure/ Rec/ Tourism*. Such opportunities on TCC4-A1 are limited, particularly where these uses will be mainly directed to the TCC1B and TCC3 plots focused on the “Main Street” spine.
4. TCC4 is already established as primarily residential precinct.

Against the background outlined above, SSC requests that the wording of **Modification 43** is changed by removing the text bold and struckthrough and adding text in red, as follows:

Modification MA43

The following footnote to Table 6.2.2, see Chapter 6 – Tables for Development Type and Quantum (Schedule 7 of the CE Report) should apply:

NOTE 3

'Where it can be demonstrated at planning application stage that the quantum of UrbComm floorspace is not viable and is a barrier to the delivery of retail/services and housing in a timely fashion, the Planning Authority, at its absolute discretion, may consider and accept a redistribution of UrbComm floorspace up to a maximum of 50% of the overall UrbComm floorspace allocation ~~to the following specific land-use mix categories: Retail and Services and / or Leisure, Recreation and Tourism~~ **other land use categories** either on a temporary or permanent basis, subject to demonstrating future adaptability to UrbComm Uses and meeting the overall objectives of the Planning Scheme and UDC.

In the interest of clarity, this potential flexibility shall apply to a maximum of 50% of the overall specified UrbComm floorspace of a particular Superblock ~~and shall apply only to the specified alternative land use mixes. It shall not apply to residential or other uses, in the interest of maintaining a vibrant mixed-use Town Centre. Furthermore,~~ the potential for flexibility shall only apply to Superblocks within the Town Centre Core and not to Superblocks within the Town Centre Environs. This approach protects the employment function of the Town Centre Environs.'

This is a minor change and does not alter any other aspects of the Planning Scheme. It merely allows an opportunity, **at the absolute discretion of the Planning Authority, to** allow a transfer of some UrbComm floorspace to Residential to also be “open for consideration”.

In the case of TCC4-A1, it could allow the plot to achieve up to **65% residential (115 apartments maximum)** which begins to move the development into a position where it could be possible to progress a development based on a majority of residential floorspace as opposed to as a secondary element as it is now prescribed.

The Amendment / UDC refers to the fact that some plots will take longer to come forward and that in some cases a phased approach is provided for. However, TCC4-A1 is a high profile location and it is in the interests of the Planning Scheme that it is completed as soon as possible. The development is of a size that also favours a single development phase and therefore SSC see merit in a phased approach for this plot.

TCC4-A1 is a “ready to go” opportunity to deliver c.115 apartments. The revised text does not change the allocations but allows the specific merits of any transfer proposals to be considered at detailed planning application stage and DLRCC will have “absolute discretion” to determine if the transfer to residential as now proposed is appropriate at the time of a planning application.

MODIFICATION MA43

TCC1B LAND USE – OPTION TO TRANSFER ‘URBCOMM’ TO ‘RESIDENTIAL’

- Revise wording of footnote to Table 6.2.2 to enable transfer of up to 50% of UrbComm floorspace allocation to residential at the absolute discretion of the Planning Authority

CONCLUSION

Subject to the minor change to Modification MA43 above being approved. SSC can support Amendment 11 (including the “Material Alterations” on public display),

We look forward to hearing from you in due course.

Yours sincerely,



Ray Ryan
BMA PLANNING
ray@bmaplanning.ie

Tpe text here



Dublin Office:
80 Harcourt Street
Dublin 2
D02 F449
t +353 1 478 6055

Cork Office:
Mathew House
Father Mathew Street
Cork T12 TN56
t +353 21 206 6596

e info@tpa.ie
w www.tpa.ie

Administrative Officer
Forward Planning Infrastructure Department
Dún Laoghaire-Rathdown County Council
County Hall, Marine Road
Dún Laoghaire

Friday, 24th April 2026

Dear Sir/Madam

**RE: SUBMISSION TO “PROPOSED AMENDMENT NO. 11 MATERIAL ALTERATIONS/
MODIFICATIONS, CHERRYWOOD SDZ”**

INTRODUCTION

Tom Phillips + Associates¹ prepared this Submission in consultation with Hines Real Estate Ireland Limited in response to Proposed Amendment No. 11 of the Cherrywood Planning Scheme.

This Submission relates to a site on the corner of Wyattville Link Road and Cherrywood Avenue, Cherrywood, Co. Dublin, broadly identified as TCE5.

The lands are currently in the ownership of Hines Cherrywood Development Fund ICAV (referred to hereafter as ‘HCDF’). HCDF also own adjoining sites, and other Submissions are made in respect of those lands, the Submissions have been coordinated to ensure consistency of approach to common items.

The purpose of this Submission is to seek a minor amendment under Proposed Material Alteration/Modification No. 19 (as it pertains to Appendix B - Urban Development Code for the TCE5 lands). See Figure 1 below, which shows the ‘Proposed Modification’ version of the Movement Diagram for TCE5 (see Page 44 of the Urban Design Code: Controls and Guidelines, February 2026).

The amendment sought to that diagram is shown on Figure 2 below and comprises an additional arrow clarifying the potential servicing access point to TCE5.

RATIONALE FOR AMENDMENT SOUGHT

The rationale for the requested amendment is to provide clarity in respect of the potential servicing access point to TCE5 from Beckett Road.

¹ No. 80 Harcourt Street, Dublin 2, D02 F449.

There are limited options for vehicular access to TCE5, having regard to its relationship to the WLR and limited frontage to other roads, therefore it is particularly important in this instance to ensure clarity for service access.



Figure 1: Movement Diagram per Proposed Modifications UDC (Source: DLR, February 2026.)

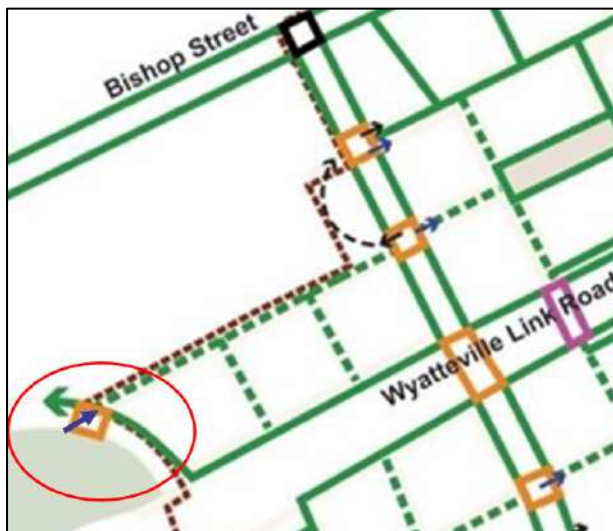


Figure 2: Requested Minor Alteration to Proposed Modification – highlighted in red outline. (Source: DLR February 2026, Annotated by TPA.)

The minor alteration sought is that the Movement diagram would include an additional arrow as shown above, namely:

- ‘Potential surface loading and servicing access’ arrow to the west of TCE5 from Beckett Road.

We trust the above is in order and look forward to your response.

Yours faithfully

Julie Costello
Associate Director
Tom Phillips + Associates



An tÚdarás Náisiúnta Iompair
Teach Mhargadh an Fhéir
Margadh na Feirme
Baile Átha Cliath 7, D07 CF98

National Transport Authority
Haymarket House
Smithfield, Dublin 7, D07 CF98

01 879 8300
info@nationaltransport.ie
www.nationaltransport.ie

Administrative Officer,
Forward Planning Infrastructure Department,
Dún Laoghaire-Rathdown County Council,
County Hall,
Marine Road,
Dún Laoghaire,
A96 K6C9.

24th April 2026

By e-mail: FPladmin@dlrcoco.ie

RE: Proposed Material Alterations to Amendment No.11 to Cherrywood SDZ Planning Scheme – Proposed Town Centre and Environs Review

Dear Sir/Madam,

The National Transport Authority (NTA) acknowledges receipt of the Proposed Material Alterations to Amendment No.11 to the *Cherrywood SDZ Planning Scheme*, which relates to the Proposed Town Centre and Environs review. Based on the Greater Dublin Area Transport Strategy (the “GDATS”), which provides a long-term strategic planning framework for the integrated development of transport infrastructure and services in the GDA, the NTA makes the following observations and recommendations.

Material Alterations 2 and 33

Material Alteration 2 proposes to amend Chapter 4, Section 4.2.7 (p.70, par. 5) by the insertion of the following statement: ‘In addition, where such car parking is proposed, it shall also not impact negatively on active travel and public transport facilities on those streets.’

The proposed Material Alteration accords with a recommendation in the NTA’s submission on Proposed Amendment No.11 (15th January 2026), and the NTA acknowledges and supports Material Alteration 2.

Material Alteration 33 proposes to amend Chapter 4, Section 4.2.7 (p.70, par.5) by requiring that bus lanes shall be 4.75m wide with segregated cycle lanes. This is presented as a revision to the statement that ‘Bus lanes shall be 4.5m wide with delineated cycle lanes.’ However, the purported original version of this sentence does not appear in the document titled ‘CPS Chapter 4 - Amendment Tracked Text 20th Dec’. The proposed Section 4.2.7 as issued for consultation in December 2025 did state that ‘Combined bus/cycle lanes shall be 4.5m wide.’ In response to this, the NTA recommended that ‘4.5m combined bus/cycle lanes should be delineated to provide separate facilities for each mode, in accordance with the CDM [Cycle Design Manual] guidance.’ This recommendation related solely to

combined bus/cycle lanes, rather than to all bus lanes, and the NTA recommends that proposed Material Alteration 33 should be reviewed to ensure its accordance with the CDM guidance. The NTA would not be supportive of a general statement that bus lanes shall be 4.75m wide with segregated cycle lanes as it would not accord with the CDM guidance.

Recommendation

The NTA recommends that the planning authority should clarify the type of facility to which proposed Material Alteration 33 is intended to apply and would reiterate its previous recommendation that 4.5m combined bus/cycle lanes should be delineated to provide separate facilities for each mode, in accordance with the CDM guidance.

Material Alterations 10, 13, 28, 29, 38 and 39

The NTA notes the proposed specific provision for an ice hockey arena / Multi-Purpose Arena of strategic or regional importance on Superblock TCE4 via the above amendments and an Addendum to the Urban Design Code. In discussions with the local authority on this emerging proposal, attended by Transport Infrastructure Ireland (TII) and the landowner, the NTA raised a number of potential issues which would need to be addressed by any prospective applicant. These issues included the following:

- Car parking standards and car parking management on the street network surrounding the arena;
- The adoption and implementation of a Travel Plan / Mobility Management Plan in agreement with NTA and TII;
- The need for events to be timed in such a manner as to minimise impact on economically essential traffic and commuters on the M50, N/M11 and the Luas Green Line;
- The potential application of cordons and street closures when major events take place;
- The need for a set of shuttle bus services will be provided as part of the development from major regional interchanges to be planned and agreed with the NTA; and
- Any issues raised by TII in relation to the potential impacts related to the safe and efficient operation of the M50 and M/N11.

It is the view of the NTA that these issues have not been adequately addressed in the Material Alterations nor is any requirement set down for a prospective applicant to do so in advance of preparing a planning application.

Recommendation

Given the following:

- The strategic national or regional nature of the proposed arena;
- The requirement to manage the safe and efficient operation of the M50, N/M11 and the local and regional road network; and
- The limited capacity of the Luas Green Line

The NTA recommends that Proposed Material Alteration nos. 10, 13, 28, 29, 38 and 39 are omitted until the issues set out above are addressed by the local authority in consultation with and with the agreement of the NTA and TII.

I trust that the views of the NTA will be taken into account by the Council in the finalisation and adoption of Amendment no. 11 to the Cherrywood SDZ Planning Scheme.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'David Clements', written in a cursive style.

David Clements
Senior Transport and Land Use Planner

Submitted to Forward Planning Infrastructure: Proposed Amendment No. 11 Cherrywood Town Centre & Environs Review - Proposed Material Alterations/ Modifications
Submitted on 2026-04-24 11:52:59

Privacy Statement

1 I have read and understood the privacy statement.

Yes

Page 1

1 What is your name?

Full Name:
Niamh McDonald

2 What is your email address?

email address:
[REDACTED]

3 What is your organisation?

What is your organisation:
Uisce Éireann

4 What comments/observations would you like to make on this public consultation?

What comments/observations would you like to make on this public consultation?:

Dear Sir / Madam,
Uisce Éireann (UÉ) welcomes the opportunity to comment on the proposed material alterations. We have no objections or other comments to put forward at this time.

We will continue to liaise and engage with DLR over the review process. If you require any further information, please do not hesitate to contact us.

Yours faithfully,
Niamh McDonald

Asset Strategy Technical Lead
Forward Planning - East and Midlands Region