Proposed Amendment No. 11 of the Cherrywood SDZ Planning Scheme relating to

the Cherrywood Town Centre and Environs Review

of the Approved Planning Scheme, 2014 (as amended)

Appendix B –

Introduction, Urban Design Code: Controls and Guidelines

February 2026

Appendix B

Introduction to Urban Design Code: Controls and Guidelines Town Centre Core and Town Centre Environs

The Urban Design Code is a concise illustrated set of urban design requirements for the physical development of the Town Centre Core and Environs. It is intended to provide maximum clarity about design expectations, while providing a suitable amount of flexibility, where justified. It provides greater detail in the form of control mechanisms and guidance for the Superblocks, and key spaces and streets in the Town Centre Core and Environs.

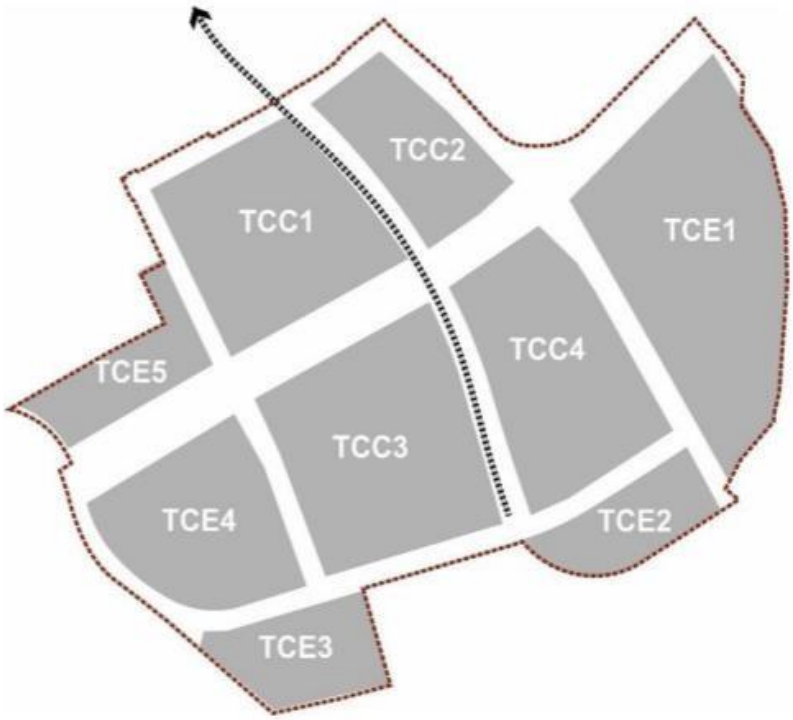
This Code for the Cherrywood Town Centre Core and Environs comprises three elements namely the,

- Superblock code – setting out the essential urban design parameters for larger Superblocks, which comprise a set of Parcels,
- Street code – setting out essential urban design parameters for selected streets, and
- Urban Space code –setting out essential urban design parameters for selected spaces.

Superblock Code

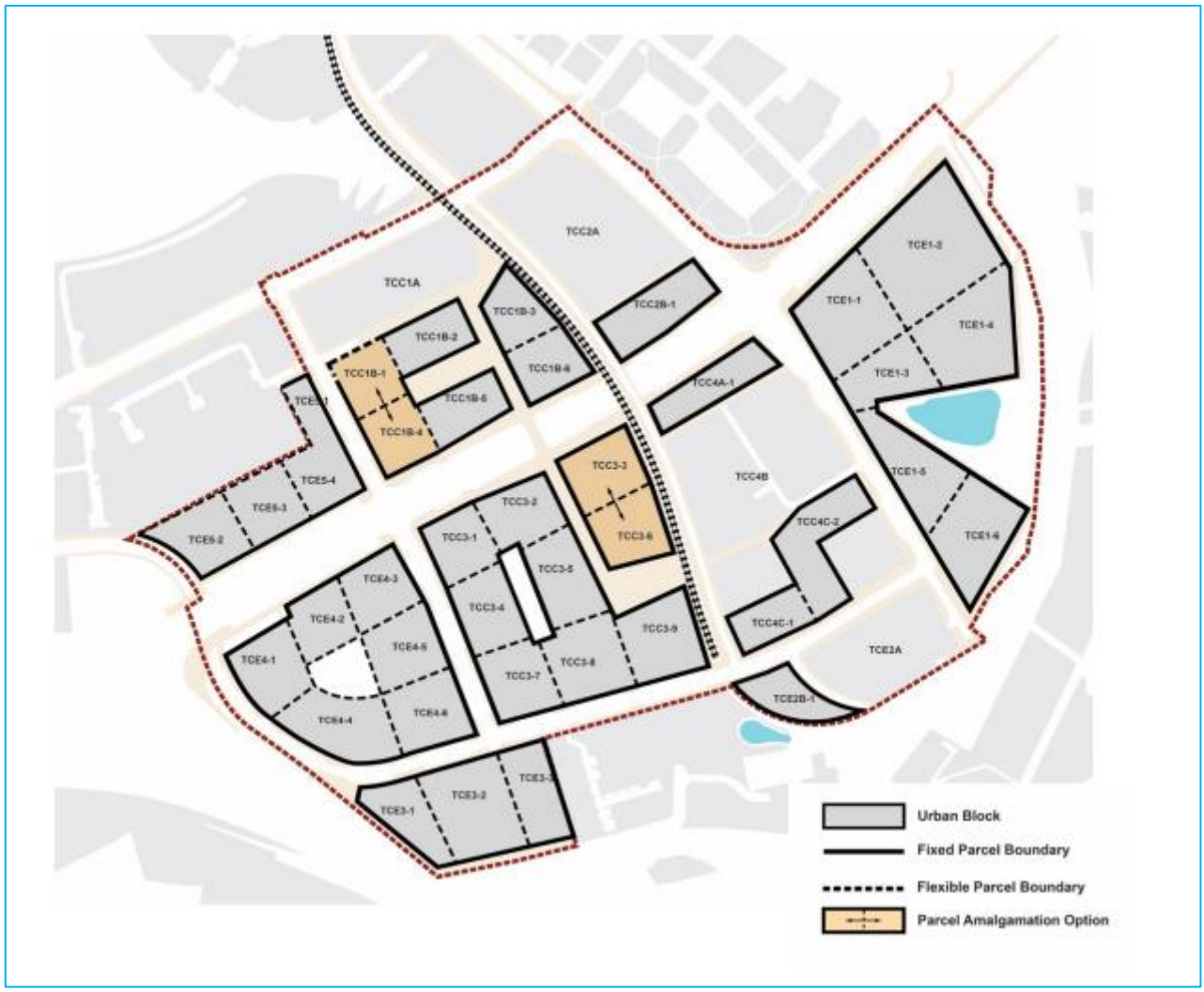
The Superblocks in Cherrywood Town Centre are distinct development areas defined by perimeter, link streets and/or higher-level open spaces. There are 9 no. Superblocks in the Town Centre, - 4 no. in the Town Centre Core and 5 no. in the Town Centre Environs. The Superblocks are coded TCC for Town Centre Core (i.e. TCC1-4) and TCE for Town Centre Environs (i.e. TCE 1-5). TCE5 is part of a larger superblock, the greater part of which lies outside the Town Centre. (See Figure 1 below).

Figure 1: Town Centre Core and Town Centre Environs Superblocks



The Superblocks are divided into smaller discrete Parcels, which can be developed on a phased basis. Parcels typically contain individual urban blocks (the net developable area within a Parcel) and an appropriate portion of surrounding streets and spaces (typically to the centre line of adjoining streets and spaces). Higher-level/strategic routes and spaces surrounding Superblocks are excluded from Parcels.

Figure 2: Town Centre Core and Town Centre Environs Parcels



Parameters and guidance for development are provided at Superblock level, rather than the individual urban block level. This allows flexibility in delivering quality development and design solutions. The Urban Design Code sets out specific parameters and guidance on the nature, extent and distribution of development within the Superblock. Important streets and spaces, located within and between Superblocks, are included in the Street Code and the Urban Space Code.

The Superblock Code describes the Superblock location within the overall Town Centre, its critical areas, dimensions and attributes. It guides with regard to the following essential parameters in graphic and/or numerical terms :

- Land use mix and overall use distribution and block frontage use;
- Routes and space structure and hierarchy including fixed and flexible street and space centre lines, street and space enclosure ratios;

- Access and mobility for all modes including vehicular access and car parking, loading, servicing and maintenance, emergency access;
- Urban form, including urban block structure, fixed and flexible building lines and frontages, massing, continuity and enclosure, and urban grain (plot and building);
- Urban scale including general massing and volumes, building height parameters, taller and landmark buildings; and
- Development capacity including plot ratio and gross floorspace ranges.

Urban Design Code: Controls and Guidelines

February 2026

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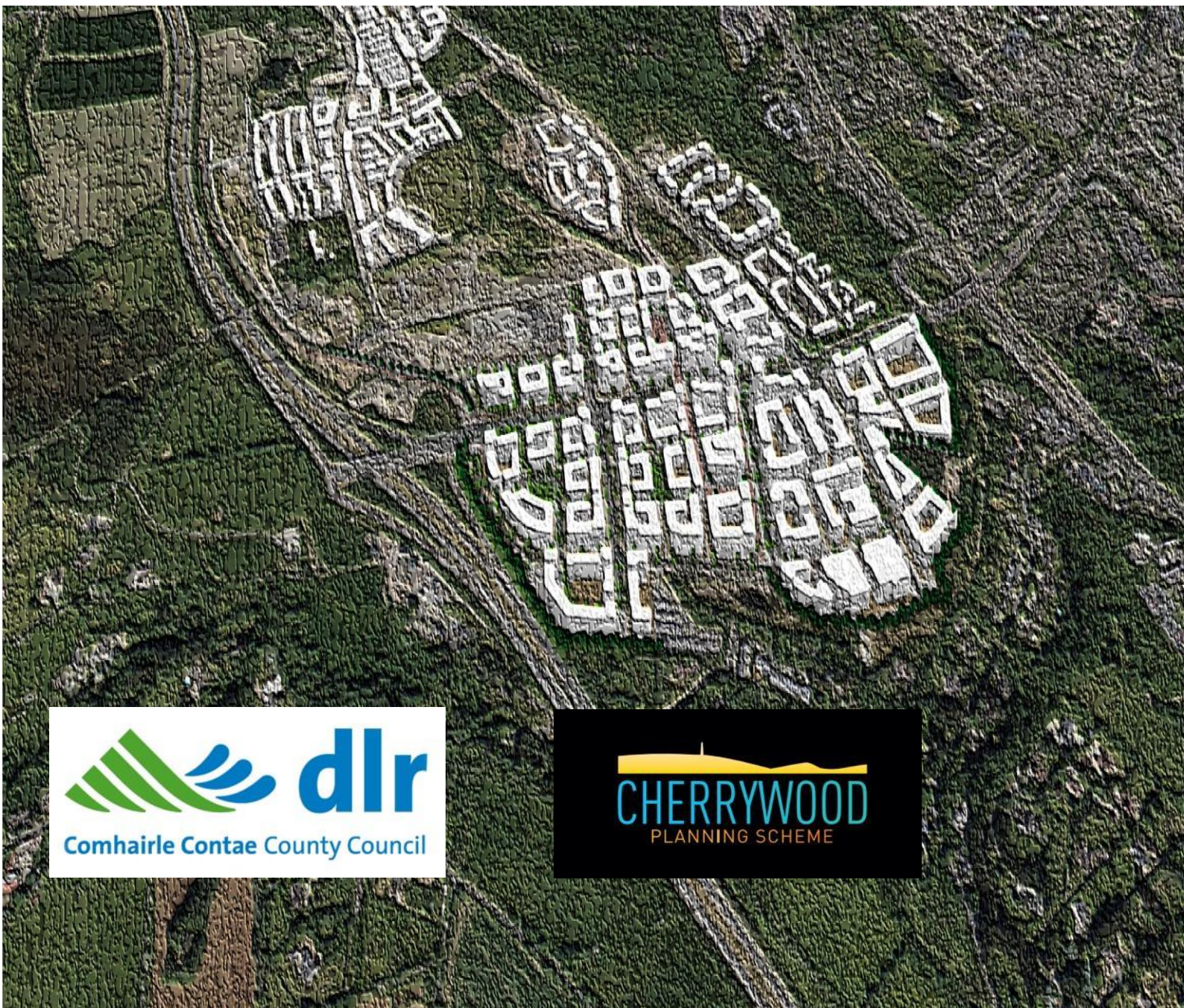


dlr Comhairle Contae County Council

CHERRYWOOD PLANNING SCHEME

Contents

PART 1 Concepts and Masterplan

1.1 Town Centre urban design concepts

The Town Centre concepts provide the essential rationale for the masterplan, code and guidelines. They are nested within the larger Cherrywood concepts. The concepts have evolved from early-stage, spatial concepts, and later, urban design concept options.

The essential Town Centre urban design concepts are:

- Function and land use.
- Routes and movement.
- Urban block and grain.
- Urban scale and building height; and
- Landscape and GI.

1.1.1 Function and land use

The higher level purpose and function of the Town Centre as a rich and diverse district centre is underpinned by the CPS. In this review, the rationale behind land use mix in the Town Centre is based on two distinctive elements (Figure 1):

- The Town Centre Core (TCC); and
- The Town Centre Environs (TCE).

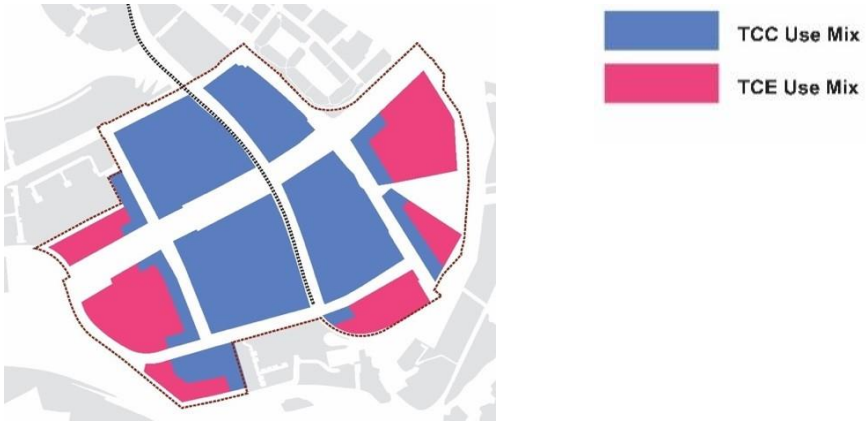


Figure 1. Overall function concept

Overall land use concept

While both will provide for mixed use, the range, mix and intensity of use will be greater in the TCC. To provide for smoother transition between the TCC and the TCE, the use mix for the TCC will apply to both sides of Cherrywood Avenue. The key land use categories in the Town Centre have been determined as part of the broader plan preparation process. Within each category an appropriate range of specific uses (based on the land use matrices in the current CPS) is provided by the Development Agency.

The land use categories for the Town Centre are:

- Residential;
- Retail and services;
- Strategic Urban Employment (SUE) (Town Centre Environs);
- UrbComm (Town Centre Core);
- Leisure, Recreation and Tourism; and
- Civic and Community.

Land use for the TCE is based on a revised HIE land use category – Strategic Urban Employment (SUE). This provides an increased range of permitted uses.
Land use distribution is further refined here by urban block and block frontage. Further refinement of land use distribution by block and level is provided in the Urban Design Code.
The overall urban design concept for land use is described by frontage (Figures 1 and 2) and includes:

- A level of mixed use across all urban blocks in the Town Centre Core and immediately adjacent to the Town Centre Core.
- Mixed use across the Town Centre Environs within the scope of SUE designation.
- A retail and services hub connected to all areas of the Town Centre - focussed on two new focal spaces connected by a new, vibrant retail and service, and mixed use spine.
- Mixed use streets and spaces along the main routes of the town centre - connected to the retail and services core.
- Enhanced residential use, focused on internal streets and spaces, mixed use streets and spaces, and within the retail and services hub.
- Important civic and community use with supporting mixed use.
- Substantial recreation, leisure and tourism uses to boost the District Centre function and to deliver richness in the use mix of the Town Centre Core.
- Potential for appropriate basement uses in the TCC.
- Flexible and adaptable uses in the Town Centre Environs within the SUE designation.

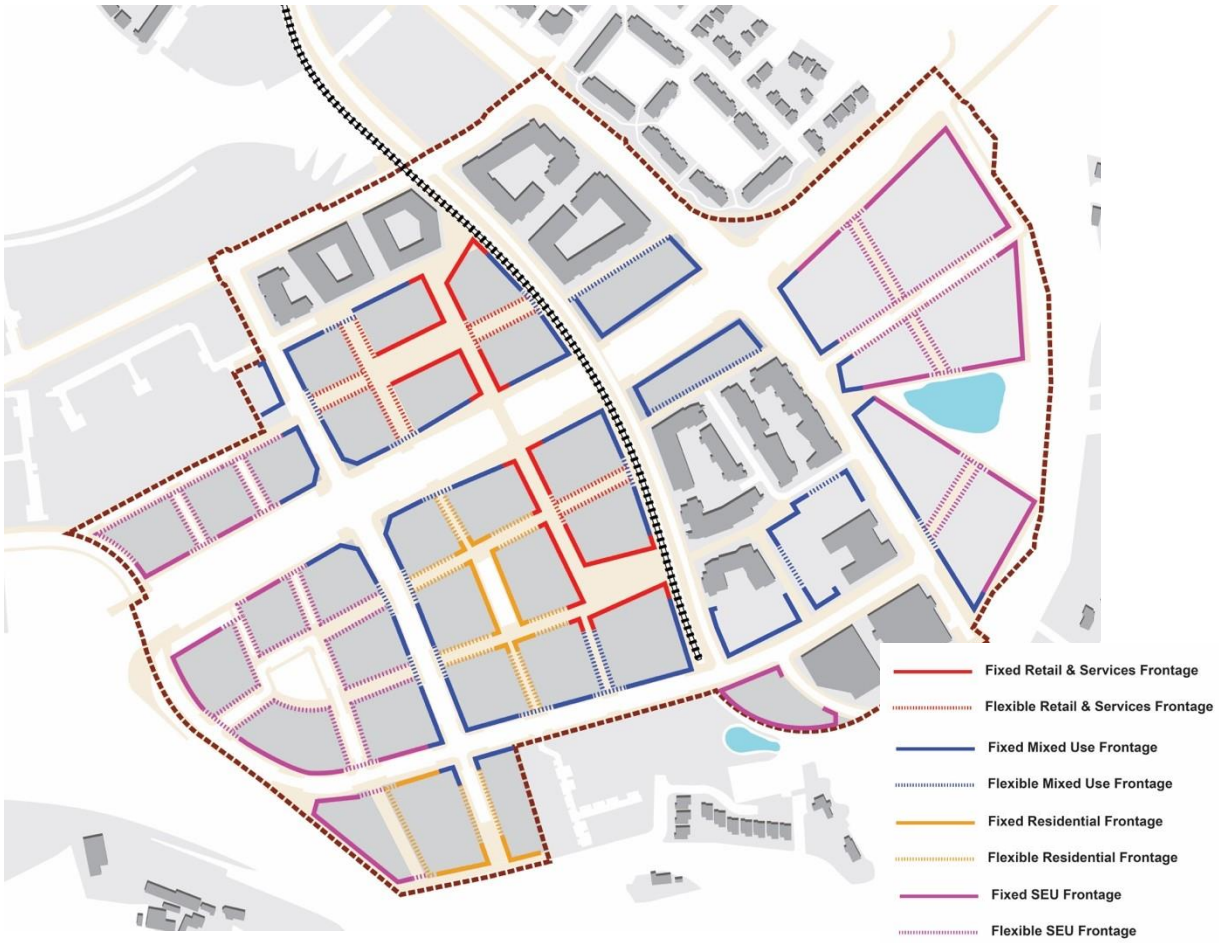


Figure 2. Overall concept for land use in the Town Centre

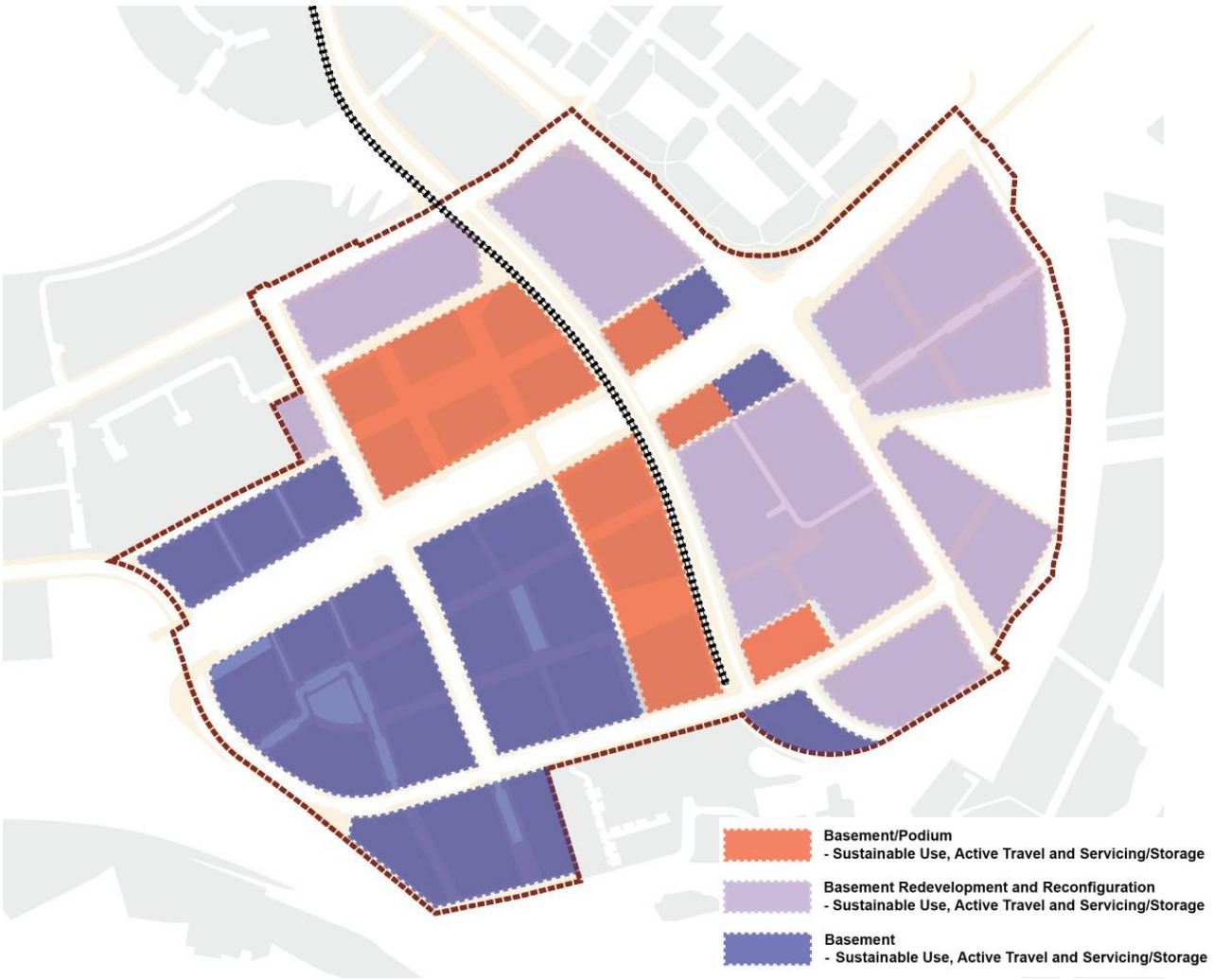


Figure 3. Overall concept for basement land use in the Town Centre

1.1.2 Routes and movement

The route concept (Figure 4) provides the basic network of streets and spaces to support sustainable mobility in the Town Centre. The concept is informed by current statutory guidance and best practice. It is designed to provide for priority for pedestrians, cyclists and public transport, with a focus on the needs of the residents and users of streets and spaces.

The route structure is connected to the established and partially delivered route structure in the Town Centre and surrounding areas. It is based on the route designations and principles of the CPS and DMURS. The movement concept aligns the concept with the new route structure (Figure 4). It includes all modes of urban movement. It also includes general access, loading and servicing and car parking (Figure 5).

The basic ordering of the street and space network is based on deformed grids in each superblock connecting (visually and/or physically) across link routes. The grid provides for a highly permeable urban fabric, which provides stand-alone and independently developable urban blocks. Ensuring good connections between superblocks and across link streets will require careful consideration of the location, frequency and nature of crossings and junctions .

The route and space concept can be summarised as follows:

- A permeable and filtered route structure for the Town Centre, designed in accordance with DMURS principles, prioritising walkability, legibility and safety.
- A clear hierarchy of streets and spaces, integrated with the surrounding link route network, including Wyattville Link Road, Beckett Road, Cherrywood Avenue, Grand Parade, Tully Vale Road and Bishop Street.
- A legible, distorted grid of connected streets and spaces, with strong continuity of frontage and enclosure.
- Pedestrian and cycle priority within the Town Centre Core, with shared access on local streets and spaces.
- A finer-grain, permeable network of local streets within Town Centre superblocks, supporting accessibility, adaptability and active frontage.
- Improved connections and junctions between all superblocks and surrounding areas across key link streets.
- A new Cherrywood Main Street forming the commercial and civic spine of the Town Centre, anchored by Cherrywood Square (TCC1) and Civic Square (TCC3) and connected by a new pedestrian and cycle bridge across Wyattville Link Road.
- Integration of ramps, terraces and platforms along both sides of Wyattville Link Road to ensure universal access and seamless movement between the Main Street Bridge, Grand Parade Bridge and adjoining streets.

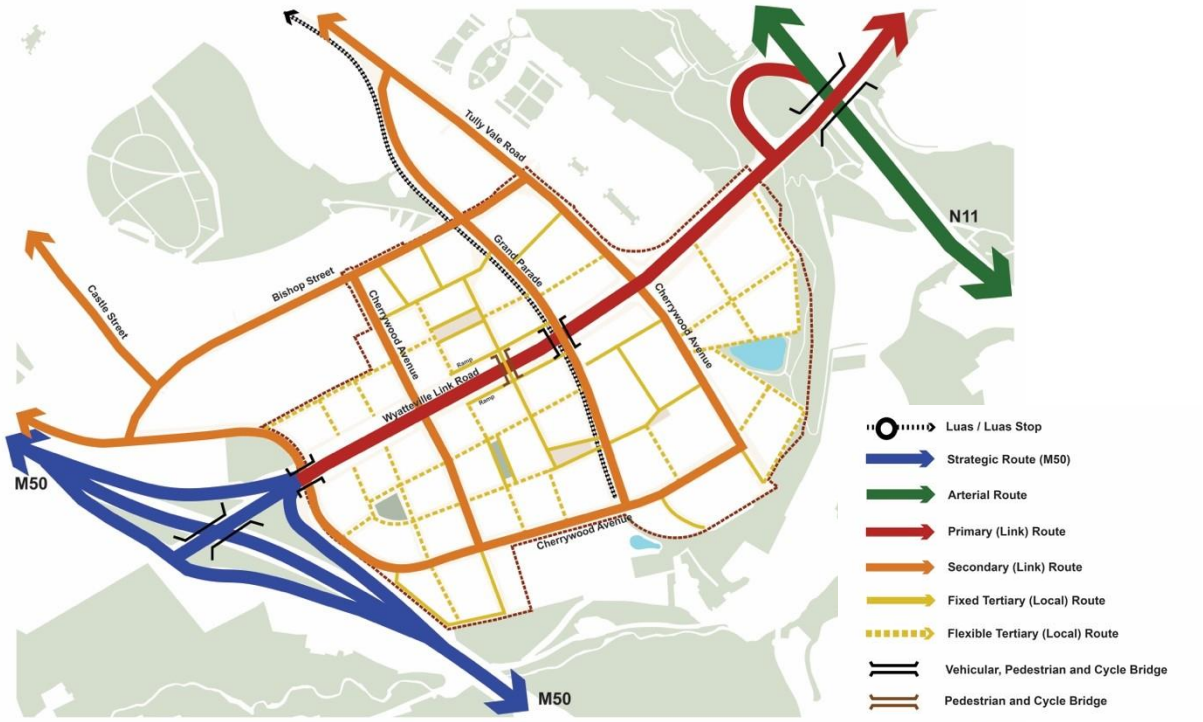


Figure 4. Town Centre route concept

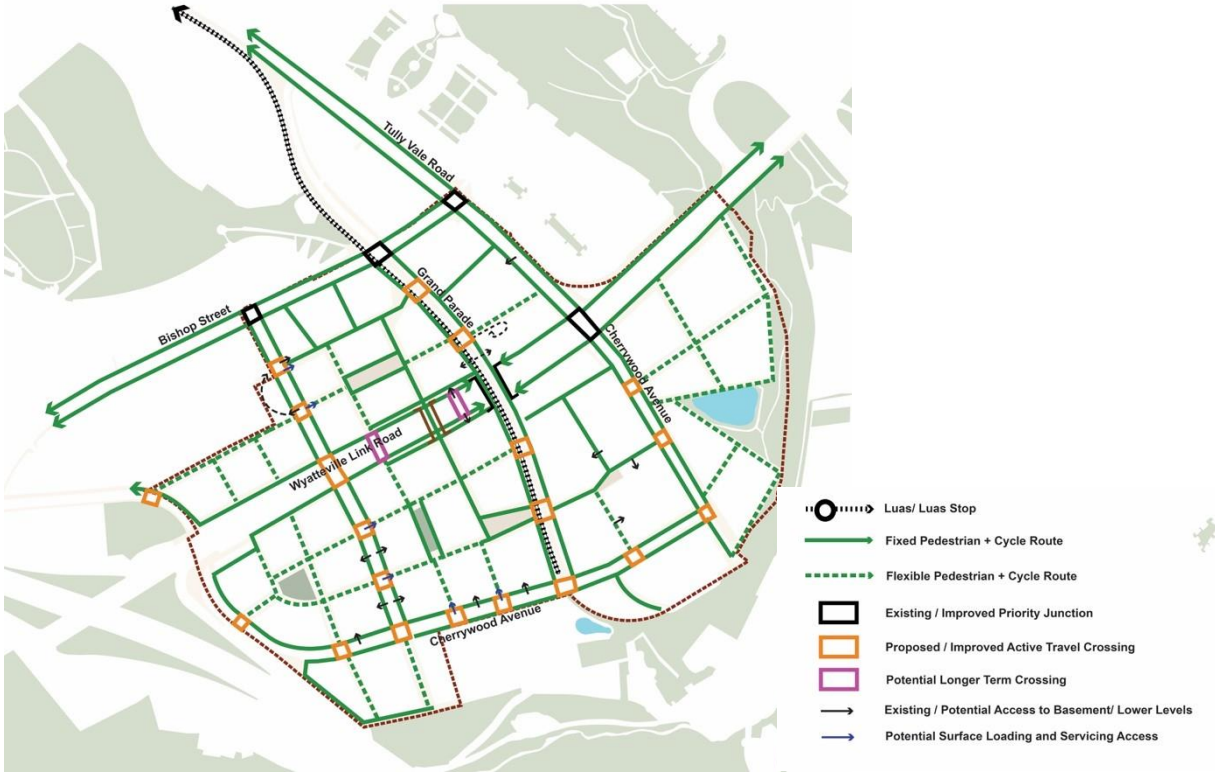


Figure 5. Town Centre movement concept

1.1.3 GI, landscape and urban space

The larger GI, landscape and urban space concept brings together the elements of the natural, rural and urban environments within a distinctive and legible structure. The urban landscape includes the urban spaces and streets and routes of the Town Centre in a single integrated network, that augments and defines the route network.

The landscape and GI urban design concept sits with a larger concept for landscape and GI for Cherrywood (including the Cherrywood Greenway).

The urban design concept can be summarised as follows:

- Multi-purpose network hubs that takes on many different landscape forms within a rural to urban profile.
- A multi-purpose concept contributing to biodiversity enhancement, local movement, amenity and recreation, and surface water management.
- A network connecting the landscape urban streets and spaces, strategic open spaces and the surrounding countryside and natural assets.
- New corridors characterised as attractive, continuous and connected tree-lined and planted avenues.
- A new network of focal urban spaces which are ultimately connected to the larger landscape.
- Integration of the local and amenity walking and cycling network.
- Integration and extension of the planned surface water management objectives into the new urban landscape.
- Strategic, local and amenity cycle routes within the green infrastructure network.

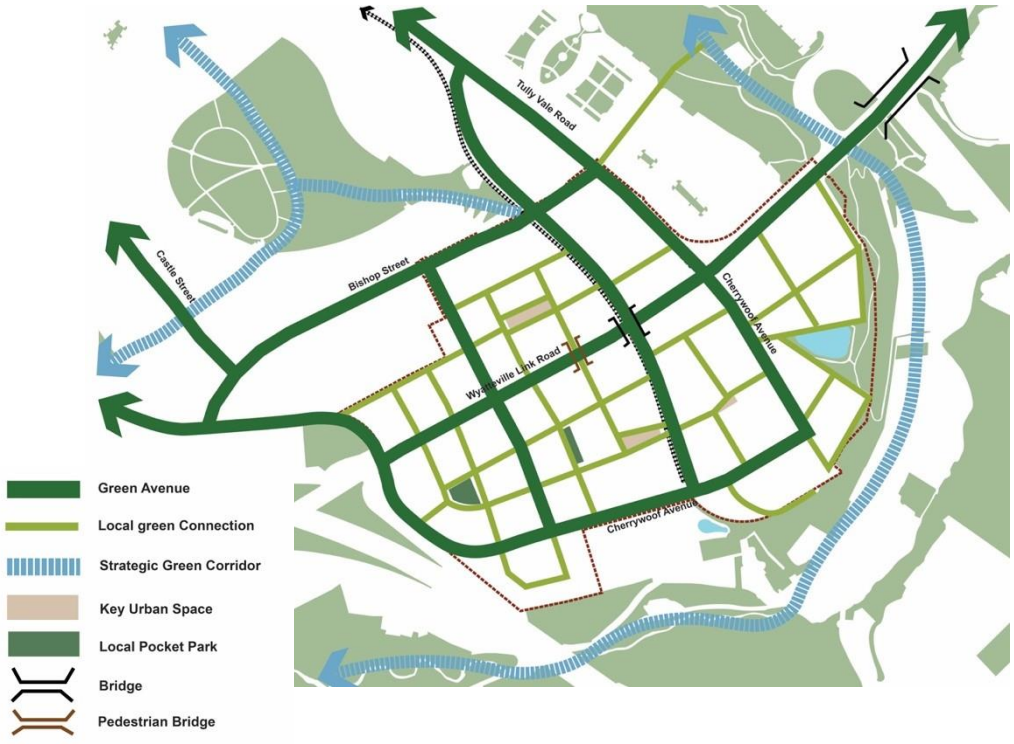


Figure 6. Town Centre landscape and GI concept

1.1.4 Urban block, grain and frontage

The urban design concepts describe the essential elements of the physical structure of the Town Centre. Urban form is a critical component of this structure, with the configuration of urban blocks, grain and frontages playing a defining role in shaping character, legibility, adaptability and long-term viability.

The Town Centre block structure is derived from the superblock framework and is established prior to, and independently of, individual building design. This ensures that block structure reinforces the performance of the wider Town Centre, integrates with surrounding existing and planned urban blocks, and supports a coherent relationship between streets, spaces and development parcels. The pattern of urban blocks has evolved iteratively alongside the route structure and landscape and green infrastructure concepts, with permeability and connectivity balanced against the need to deliver viable and adaptable urban blocks.

Urban grain refers to the pattern and scale of development within streets and blocks. A mix of urban grain is a key factor in supporting diversity, adaptability and resilience in Town Centres, enabling a range of uses, building types and development formats over time. Within this framework, the subdivision of blocks into urban plots provides a critical means of achieving fine grain and supporting long-term change, particularly within the Town Centre Core.

Frontage structure is an essential component of the urban block concept. The Town Centre is characterised by coherent and legible building lines that reinforce street continuity, enclosure and active edges. These building lines respond to the role of streets and spaces within the movement hierarchy and to the nature of adjoining uses, ensuring that frontages contribute positively to public realm quality and urban legibility.

In summary, the urban block, grain and frontage concept for the Town Centre is characterised by:

- the articulation of superblocks into a distorted grid of compact urban blocks;
- a range of block sizes and configurations to support development intensity, permeability and adaptability;
- perimeter urban blocks that reinforce continuity and enclosure of streets and spaces;
- the introduction of finer urban grain within selected blocks in the Town Centre Core, including along Cherrywood Main Street and key civic spaces; and
- a coherent approach to frontages and building lines that supports legibility, activity and high-quality public realm

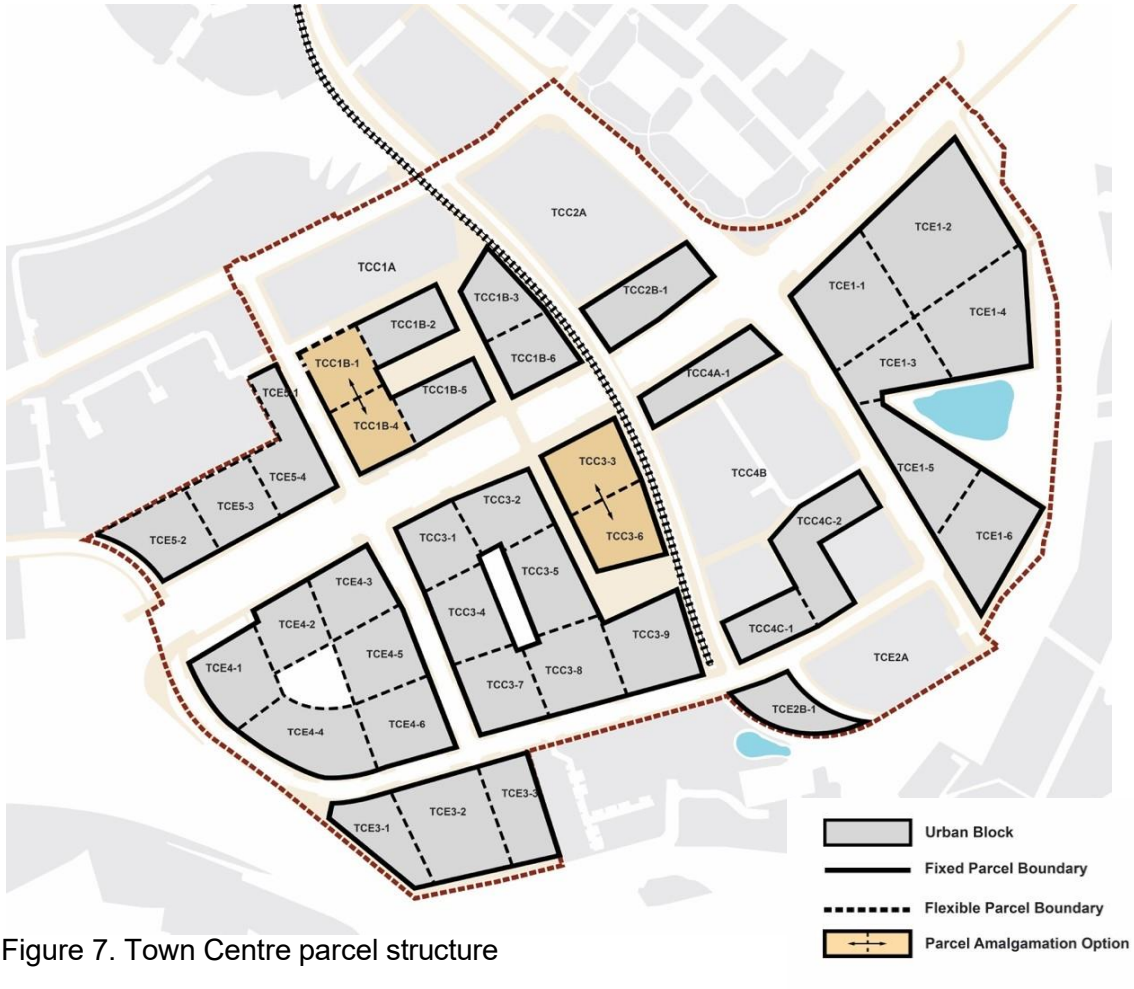


Figure 7. Town Centre parcel structure

Figure 8. Town Centre key frontages to link routes and key spaces

1.1.5 Urban scale and building height

The urban scale of the Town Centre reflects its role as a District Centre within the settlement structure of the County and the wider metropolitan area. The approach to scale and building height is informed by national, regional and local policy and guidance, and by reference to successful town centres of comparable role and function. The objective is to reinforce a coherent urban scale while allowing sufficient flexibility to support a range of development approaches and long-term adaptability.

Cherrywood Town Centre is intended to be distinctly urban in character, while remaining broadly within a human-scaled place. Urban scale varies across the Town Centre in response to centrality, accessibility, street type and frontage importance, with the Town Centre Core accommodating a greater overall intensity than the Town Centre Environs. Building height is therefore used as a spatial and urban design tool, rather than as a uniform or block-based control.

A wider range of building heights is applied to allow for diversity in development form and typology and to ensure that height is carefully considered on all frontages of each urban block. In general terms, development within superblocks is expected to fall within a 3 to 6 storey range, providing a consistent urban scale that supports enclosure, daylight access and active frontages across both primary and secondary streets.

At the outer frontages or ‘crusts’ of superblocks, along important frontages and link streets, a broader height range of 3 to 8 storeys is provided. This allows scale to respond to wider streets, higher movement intensity and more prominent urban conditions, while still maintaining a coherent relationship with adjoining streets, spaces and blocks.

Taller buildings are envisaged only in selected and specific locations, where they serve to accentuate key urban locations, support legibility and mark important intersections or nodes. Such buildings are intended to sit above the prevailing context building height, rather than establish a new general scale, and are primarily associated with major routes and intersections, including those along Grand Parade. Their siting, form and massing must reinforce the overall urban structure and avoid over-dominance of streets, civic spaces or adjoining development.

Overall, the approach to urban scale and building height is characterised by:

- the use of building height to reinforce urban structure, hierarchy and legibility;
- a general 3 to 6 storey urban scale within superblocks;
- a broader 3 to 8 storey range at superblock edges and key frontages to accommodate more prominent urban conditions; and
- the selective use of taller elements to mark important locations, while remaining within the wider Town Centre visual environment.

Figure 9. Town Centre building heights and levels

1.2 Masterplan

The masterplan shows the indicative, integrated urban and landscape structure for the lands and an overall approach to the layout and design of development of Cherrywood Town Centre. It is developed from the larger spatial concepts for Cherrywood, and the urban design concepts for the Town Centre. It is also informed by urban design and related guidance and best practice, and the set of social, economic and environmental considerations surrounding this review.

The masterplan is prescriptive around key parameters where consistency and quality of approach is essential. The masterplan shows an indicative two-dimensional framework of building placement and massing across the Town Centre, based on key parameters for determining location, extent and scale of development (See Code and Guidelines for more details on these parameters).

The masterplan shows the importance of coherence and continuity of urban form in creating legible streets and spaces, and as a basis for a unique sense of place and image for Cherrywood Town Centre. The alignment of streets, blocks and building frontages is a critical element in successful and coherent masterplanning across the Town Centre. Fixed and flexible street and space frontages and building lines are used to establish appropriate street positions and coherence (further detailed in the Code and Guidelines).

The three-dimensional aspect of the masterplan is described by a series of transections through the Town Centre (Core and Environs) and an indicative 3-D model. This shows an indicative approach to the built form, scale and character in the development of the Town Centre.

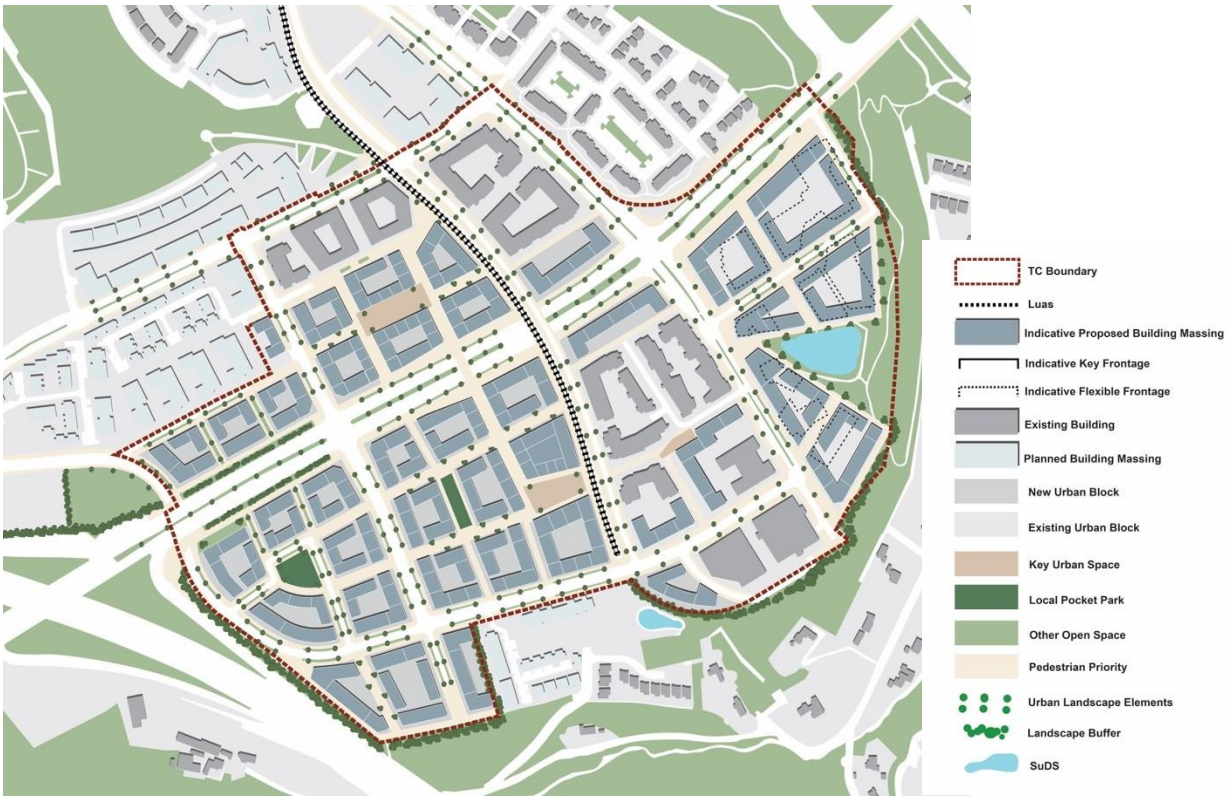


Figure 10. Town Centre Masterplan

1.2.1 Key masterplanning elements

The division of the superblocks into indicative urban blocks (within parcels) and the establishment of fixed and flexible building lines and streetwall are essential aspects of the masterplan, that are in turn critical to the Code and Guidelines for the Town Centre.

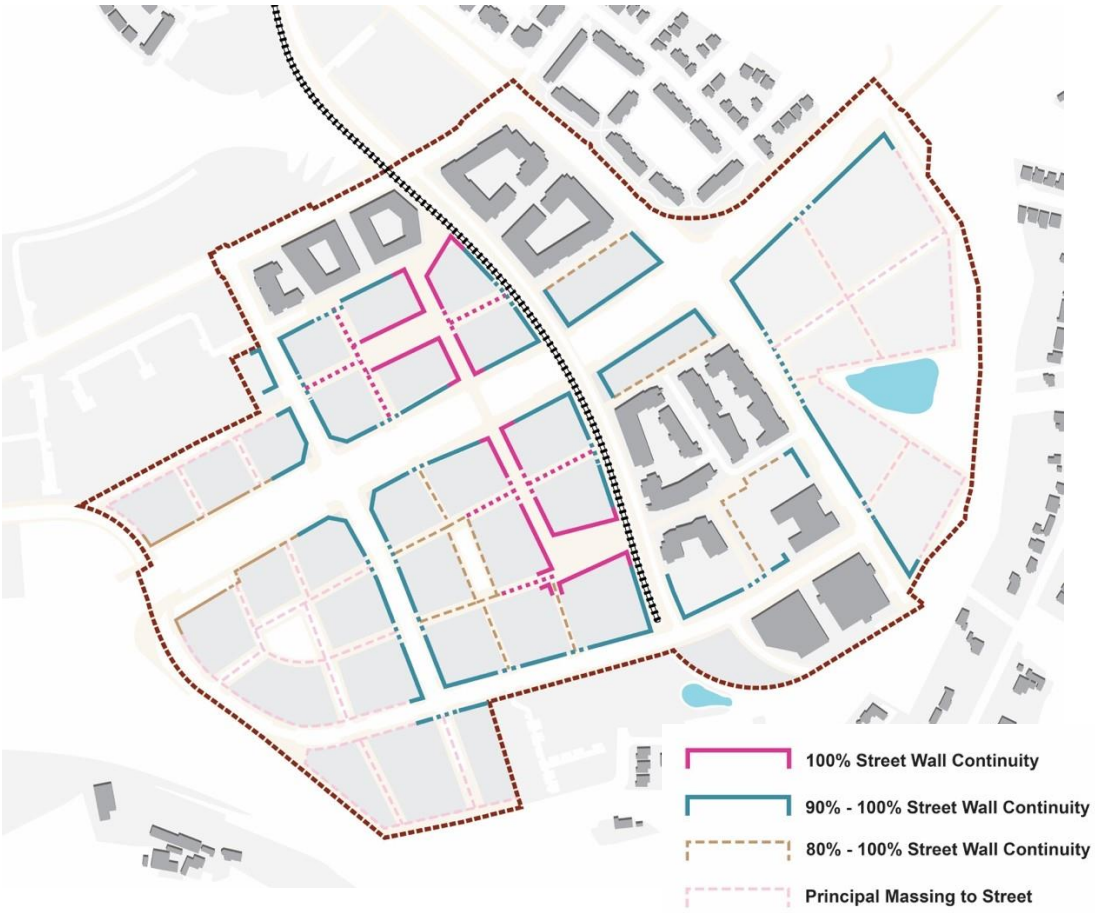


Figure 11. Building lines and streetwall for the masterplan

1.2.2 Transections

A grid of indicative transects spans the Town Centre, clarifying the essential relationship between the topography, proposed and existing development, streets and spaces and other critical, physical elements.

Figure 12. Location of the transections

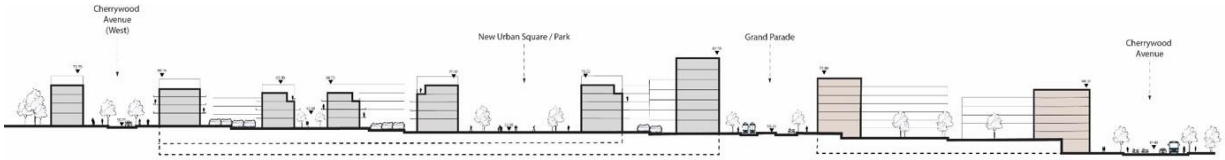


Figure 13. Transection A-A

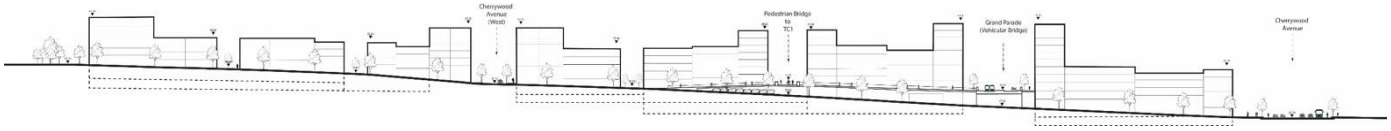


Figure 14. Transection B-B

Figure 15. Transection C-C

Figure 16. Transection D-D

Figure 17. Images of the 3D Model of the Town Centre

Part 2 Urban Design Code

Urban design codes support the delivery of the principles of sustainable settlements and principles of good urban design and placemaking (as set out in statutory plans, policy and guidance). Codes are tailored to reflect local conditions and context, and the underpinning spatial and urban design concepts. They provide maximum clarity about design expectations, while providing a suitable amount of flexibility, where justified.

This code comprises two aspects that must be read in conjunction with each other:

- Controls (with fixed and flexible parameters as set out in section 2.3); and
- Guidelines (guidance for meeting the code parameters and satisfying flexible requirements, as set out in Part 3).

The controls are a concise, illustrated set of urban design requirements. They are visual and numerical and, wherever necessary, provides specific, fixed and flexible parameters for the physical development of the Town Centre. This controls are provided for three key masterplan elements (Figure 18):

- Superblocks– setting out the essential urban design parameters for larger quadrants;
- Key streets and street types – setting out essential urban design parameters for selected streets and street types; and
- Key urban spaces – setting out essential urban design parameters for selected spaces.

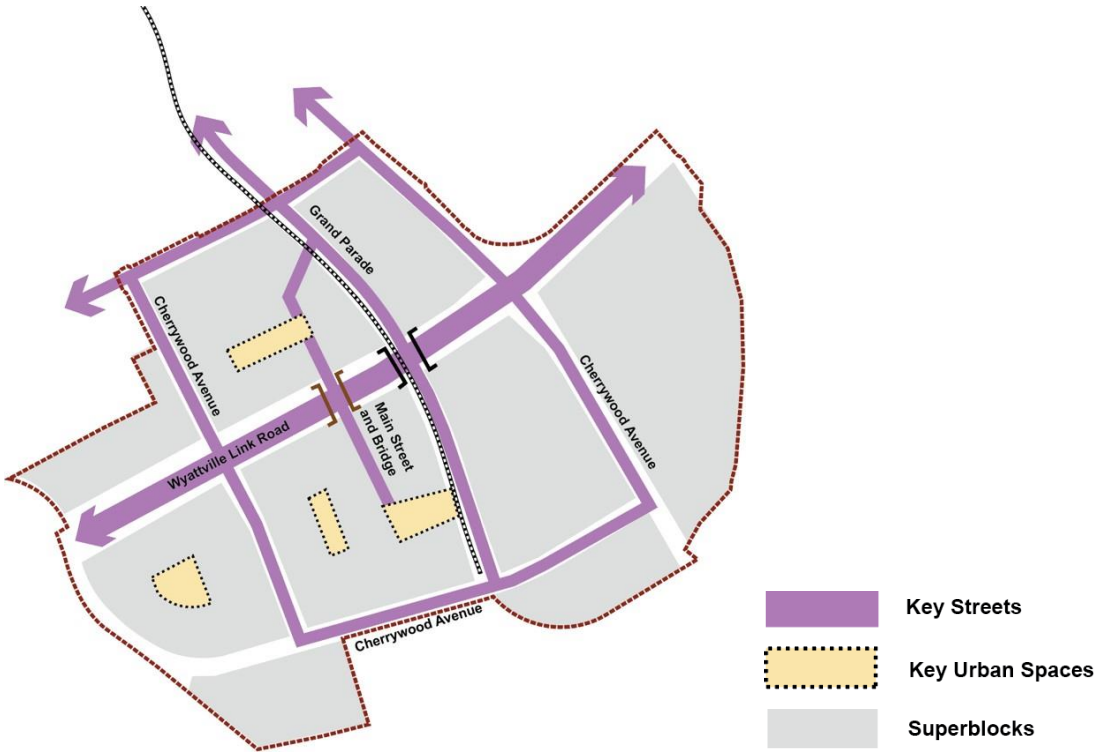


Figure 18. Controls for masterplan elements

2.1 Control Parameters

Table 1 explains the control parameters and their purpose.

Parameter	Purpose
Plot ratio	Provides a range (min to max) for gross permissible floorspace in each superblock/undeveloped area of superblock (i.e. Gross floorspace divided by gross superblock area).
Parcels	Breakdown of superblock into smaller to developable portions. Aspects of parcels are flexible where flexibility is allowed for local street positioning.
Urban blocks	The indicative configuration of urban blocks within the parcels of the superblock. Urban blocks are a fundamental urban structuring element. The perimeter block is the most robust adaptable typology for masterplanning.
Frontage	This is the interface of buildings with the street and space. Fixed and flexible frontages are used to control or guide function, building line, street and space dimensions, and building continuity and enclosure.
Streetwall	The continuity of building frontage to the street with urban blocks. This can allow for a fully continuous streetwall (100%) or partially continuous (or open) streetwall with different values (in the case of this code; 90-100%, and 80-100%) on designated frontages.
Routes	The network and hierarchy of streets and spaces base don DMURS typologies.
Movement	Indicative network of movement and points of access for all modes.
Landscape and urban space	The network and hierarchy of landscape and urban space elements.
Urban grain	The pattern and fineness of elements of urban form including the urban block and the urban plot. Mixed urban grain is typical of the town centre, along with fine urban grain, which supports greater building diversity and use mix. Fine plot grain supports mixed use on important civic frontages and helps in dealing with sloping streets and spaces.
Building height	Overall minimum to maximum building height range to frontages and for indicative massing.
Indicative massing	An indication of how the massing of development should be approached to meet the code parameters.
Target ground levels	Flexible ground levels that should be targeted, to ensure unbroken continuity of street and space surfaces, appropriate street and space gradients, and matching ground floor threshold and street and space levels. Target levels have regard to existing fixed levels and existing and proposed bridge levels.
Centre lines	Fixed and flexible centre lines are included for important fixed elements to provide for the appropriate positioning and alignment and design of streets and spaces.
Modelling	Indicative 3-D modelling of the development massing to assist in understanding the parameters of the code and important aspects of scale and urban form.
Sections	Street and space sections showing critical enclosure (building height to street and space width) relationships and basic design considerations.
Transections	Longer indicative sections through the Town Centre, showing the relationship between superblocks, urban blocks, building massing and urban streets and spaces.

Table 1. The purpose of the control parameters

2.2 Superblocks

The superblocks in Cherrywood Town Centre are large and distinct development areas defined by perimeter link streets and/or higher-level open spaces. Superblocks may consist of undeveloped areas, developed areas completed under the pre-review provisions of the CPS, and redevelopment areas that were developed from earlier phases of development. There are 9 superblocks in the Town Centre: 4 superblocks in the Town Centre Core and 5 superblocks in the Town Centre Environs. The superblocks are coded TCC for Town Centre Core (i.e. TCC1-4) and TCE for Town Centre Environs (i.e. TCE1-5). TCE5 is part of a larger superblock, the greater part of which lies outside the Town Centre.

Superblocks are divided into smaller, individual parcels, which have flexible aspects and can be developed on a phased basis. The parcels also allow intensity of development and development capacity to be better understood and monitored. Parcels typically contain individual urban blocks (the net developable area within a parcel) and an appropriate portion of surrounding streets and spaces (typically to the centre line of adjoining streets and spaces). Higher-level/strategic routes and spaces surrounding superblocks (such as Cherrywood Main Street, Cherrywood Square and Civic Square) are excluded from the parcels.

Fixed and flexible parameters development are provided at superblock level, rather than for the individual urban block. This allows flexibility in delivering quality development and urban design solutions. Importantly, the code sets out specific fixed parameters for aspects of the nature, extent and distribution of development within the superblock. The superblock code describes the superblock location within the Town Centre, its critical development areas, dimensions and attributes. It includes the following essential parameters in graphic and/or numerical terms:

- Land use mix and overall use distribution and indicative block frontage use.
- Routes and space structure and hierarchy including fixed and flexible street and space centre lines, street and space enclosure ratios.
- Access and mobility for all modes including vehicular access and car parking, loading, servicing and maintenance, emergency access.
- Urban form including urban block structure, fixed and flexible building frontages, indicative massing, continuity and enclosure, and urban grain (plot and building).
- Urban scale including general massing and volumes, building height parameters, and taller, landmark buildings.
- Development capacity in the form of plot ratio range for the superblock.

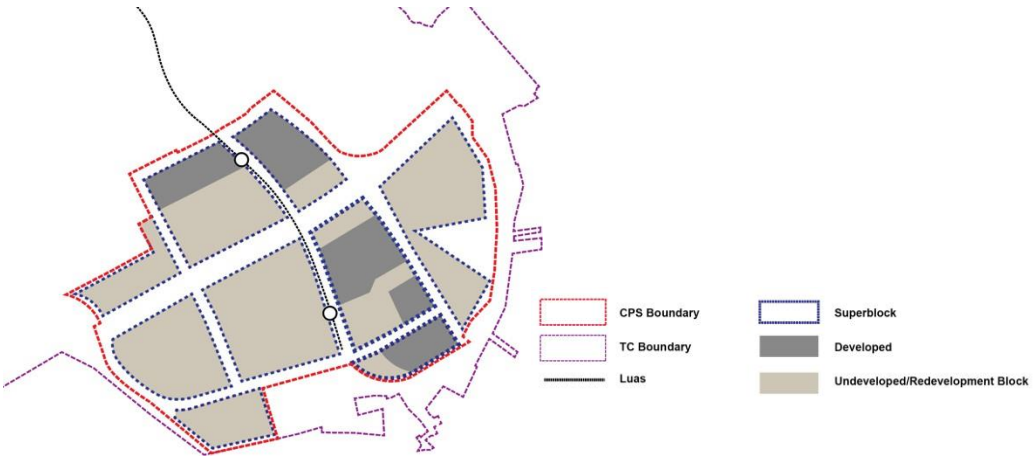
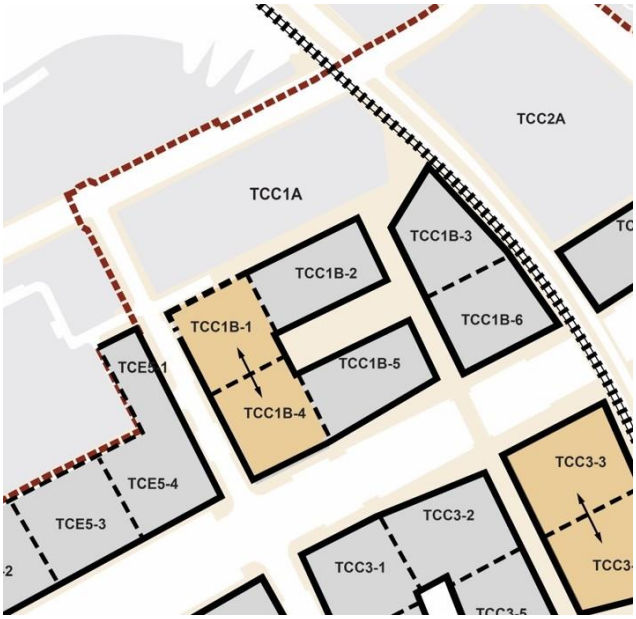


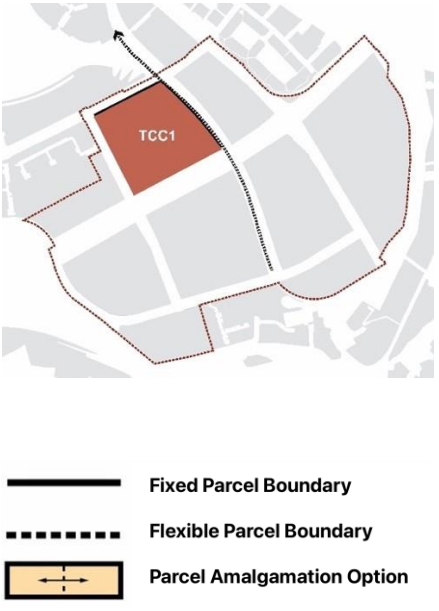
Figure 19. Town Centre superblocks showing undeveloped, developed and redevelopment areas.

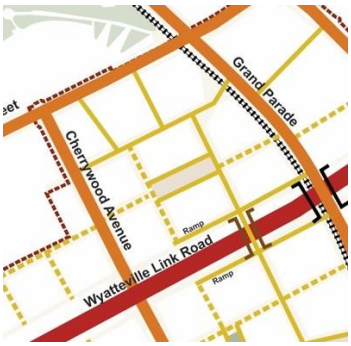
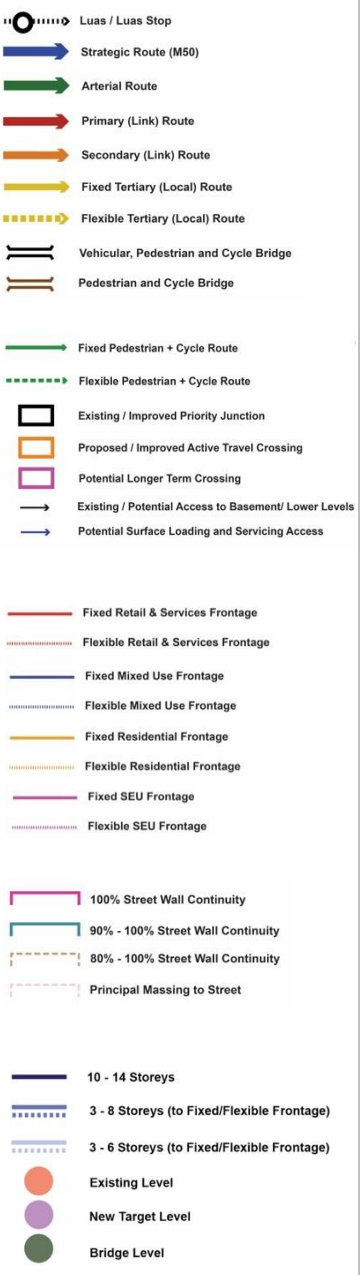
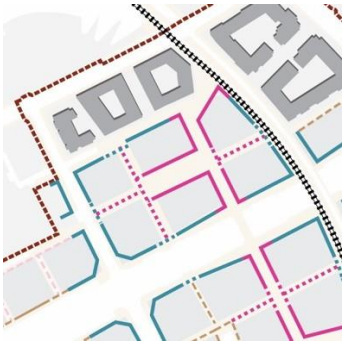
2.3 Controls

Follow:

Town Centre Core	
Superblock	**TCC1**
Area (ha.)	4.33 (including TCC1A 1.23ha, and TCC1B 3.10ha)
Land use	TCC uses
Plot ratio range	TCC1A: 1.8:1 to 2.3:1 (Completed under CPS 2014-2023 provisions) TCC1B: 2.4:1 to 2.8:1
Urban scale	General range: 3-8 storeys Higher buildings: 10-14 storeys
Parcels	TCC1A/1-3 (completed) TCC1B/1-6



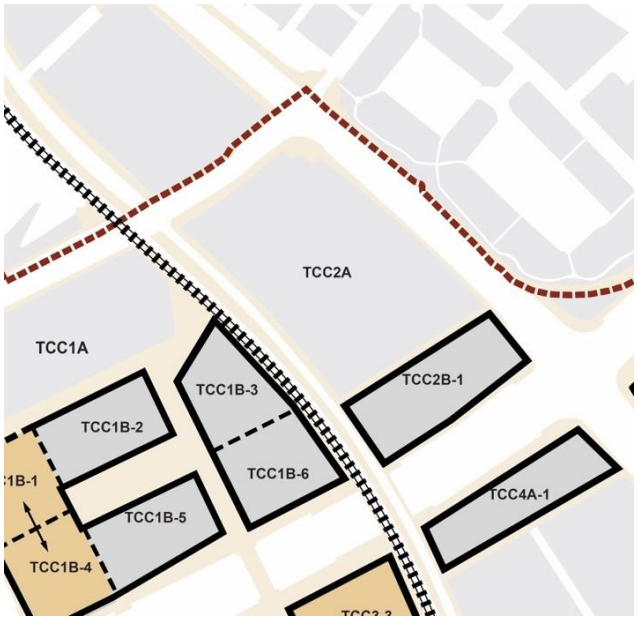


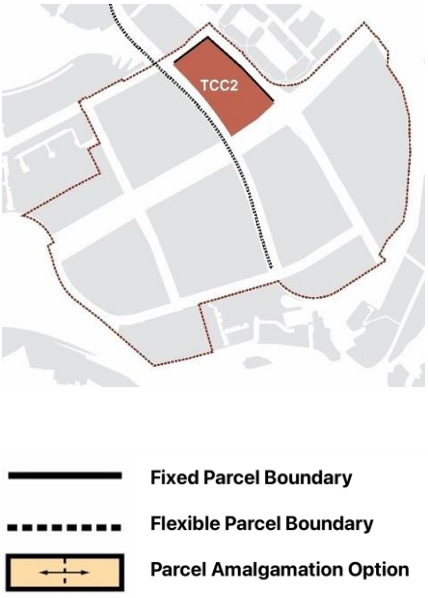
Routes	Movement	Legend
		
Land use – indicative	Building line and streetwall	
		
Building height and levels		
		

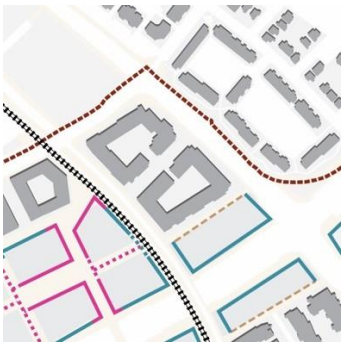
Masterplan – indicative

Massing – indicative

Town Centre Core	
Superblock	**TCC2**
Area (ha.)	2.16 (TCC2A: 1.62 ha. completed under CPS 2014-2023 provisions, and TCC2B: 0.54 ha.)
Land use	TCC uses
Plot ratio range	2.4 -2.8:1
Urban scale	General range: 4-8 storeys Higher buildings: 10-14 storeys
Parcels	TCC2A (developed) TCC2B-1



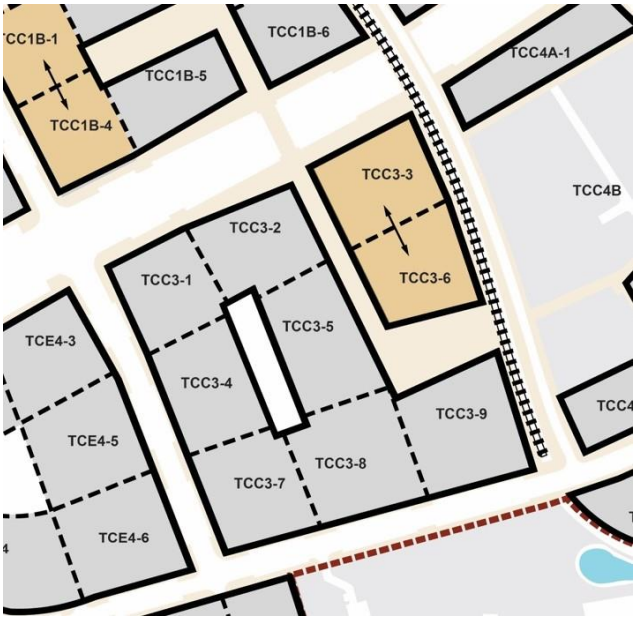


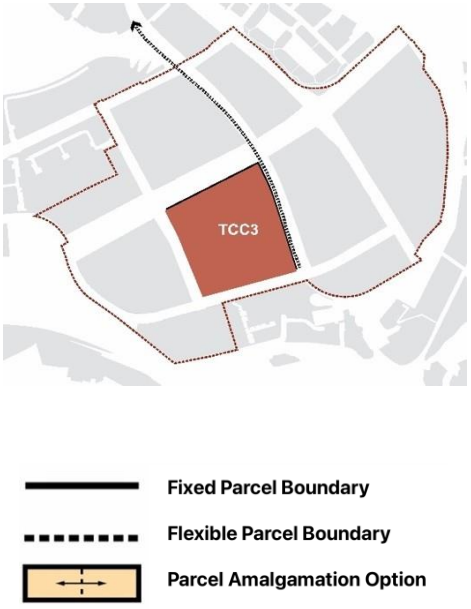
Routes	Movement	Legend
		
Land use - indicative	Streetwall	
		
Building height and levels		
		

Masterplan – indicative

Massing – indicative

Town Centre Core	
Superblock	**TCC3**
Area (ha.)	5.38 (undeveloped)
Land use	TCC uses
Plot ratio range	2.4 -2.8:1
Urban scale	General range: 4-8 storeys Higher buildings: 10-14 storeys
Parcels	TCC3/1-9 (undeveloped)





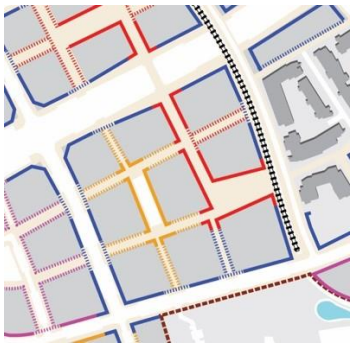
Routes

Movement

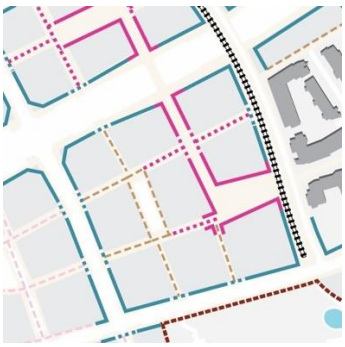
Legend

- Luas / Luas Stop
- Strategic Route (M50)
- Arterial Route
- Primary (Link) Route
- Secondary (Link) Route
- Fixed Tertiary (Local) Route
- Flexible Tertiary (Local) Route
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Fixed Pedestrian + Cycle Route
- Flexible Pedestrian + Cycle Route
- Existing / Improved Priority Junction
- Proposed / Improved Active Travel Crossing
- Potential Longer Term Crossing
- Existing / Potential Access to Basement/ Lower Levels
- Potential Surface Loading and Servicing Access
- 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
- 100% Street Wall Continuity
- 90% - 100% Street Wall Continuity
- 80% - 100% Street Wall Continuity
- Principal Massing to Street
- 10 - 14 Storeys
- 3 - 8 Storeys (to Fixed/Flexible Frontage)
- 3 - 6 Storeys (to Fixed/Flexible Frontage)
- Existing Level
- New Target Level
- Bridge Level

Land use - indicative



Streetwall

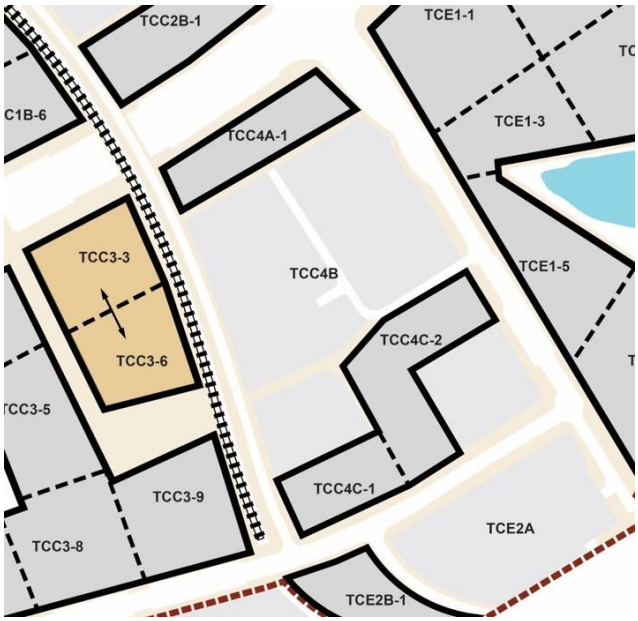


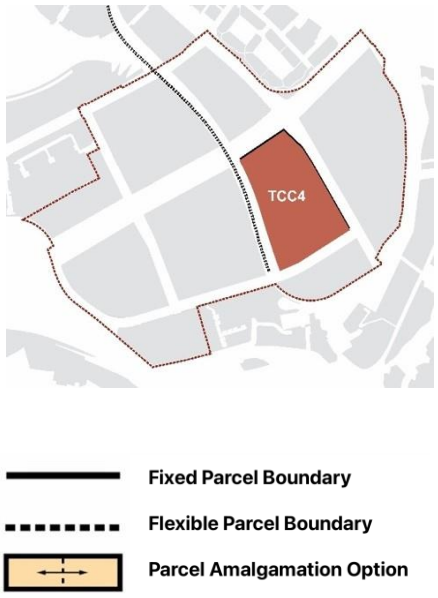
Building height and target levels

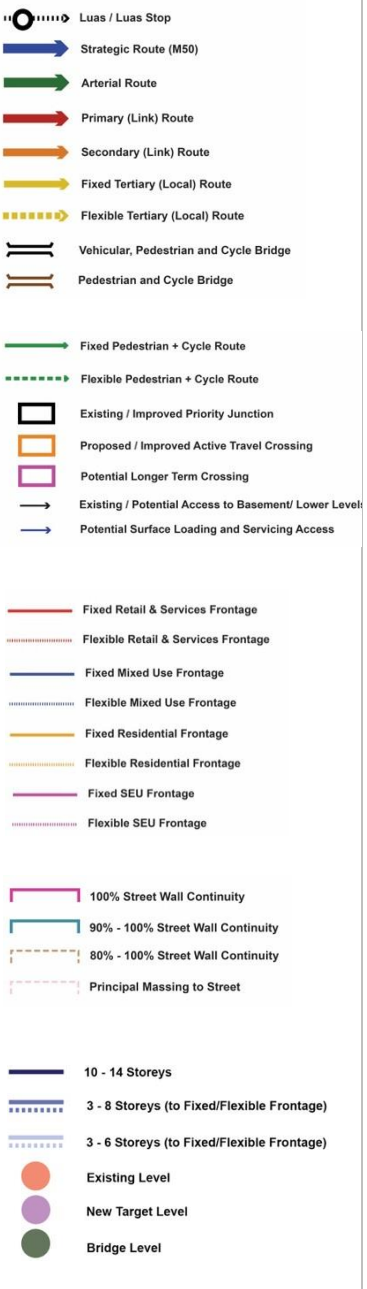
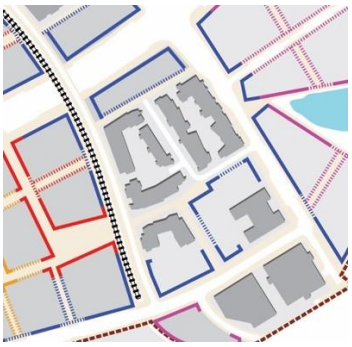
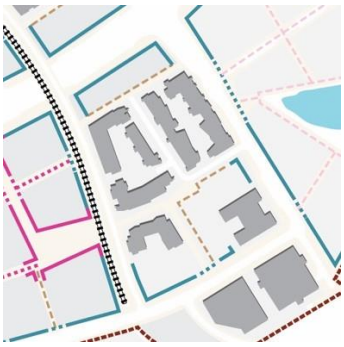
Masterplan – indicative

Massing – indicative

Town Centre Core	
Superblock	**TCC4**
Area (ha.)	4.12 (comprising 2.71 ha. completed under CPS 2014-2023 provisions; and 1.41 ha. undeveloped/redevelopment)
Land use	TCC uses
Plot ratio range	2.4 -2.8:1
Urban scale	General range: 4-8 storeys Higher buildings: 10-14 storeys
Parcels	TCC4 (3 parcels developed) TCC4A-1, TCC4C-1, TCC4C-2, undeveloped/redevelopment



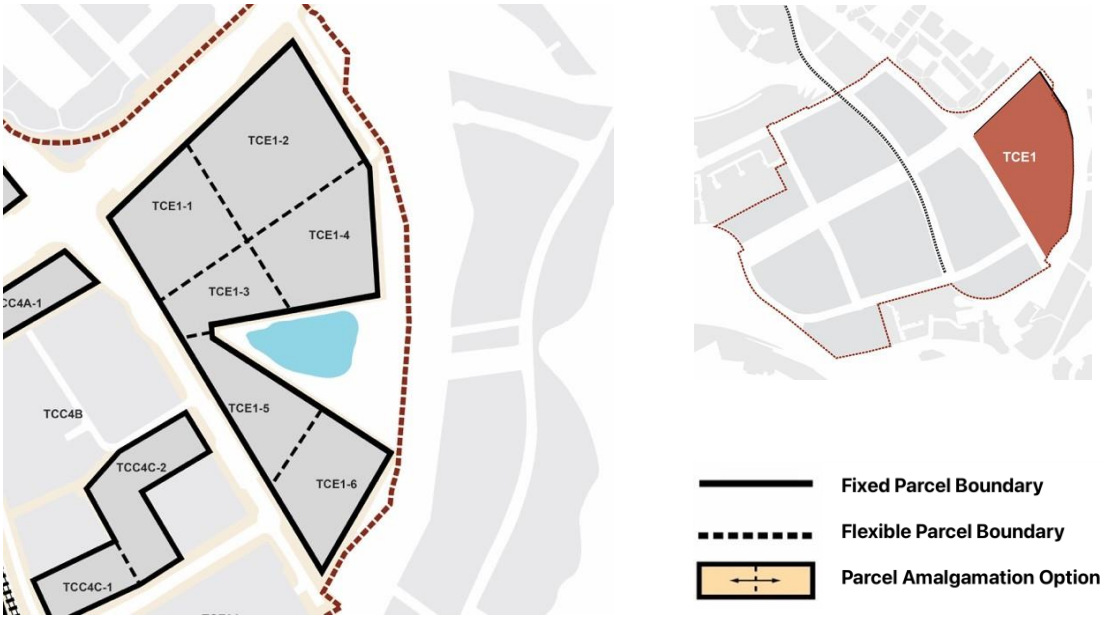


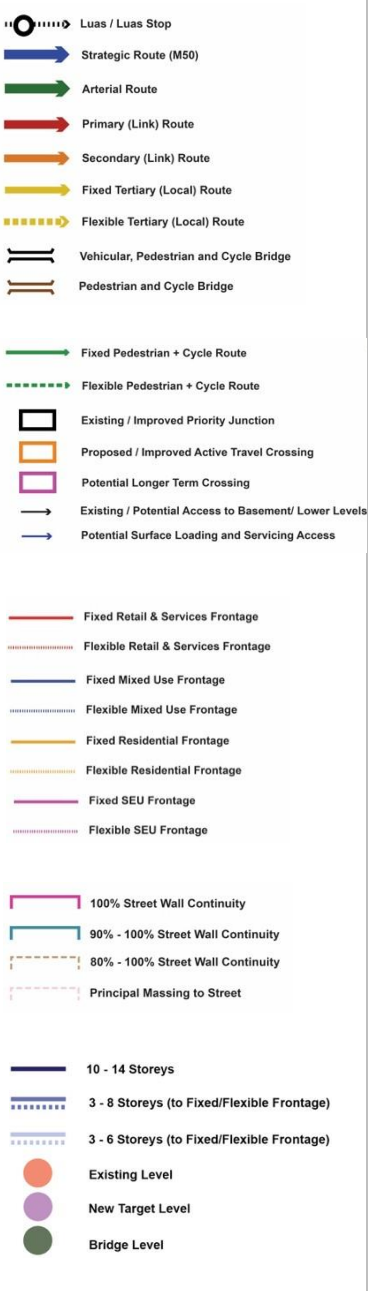
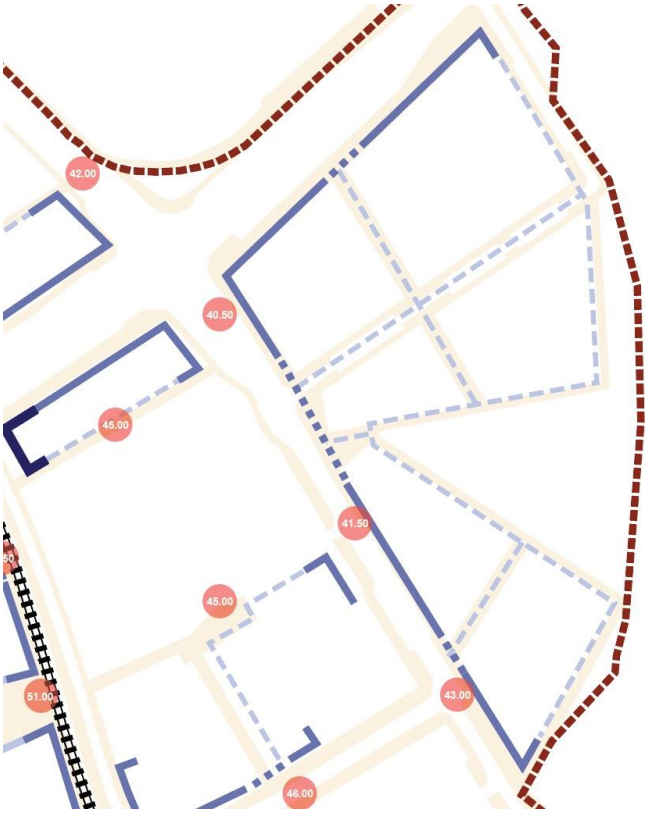
Routes	Movement	Legend
		
Land use – indicative	Streetwall	
		
Building height and levels		
		

Masterplan – indicative

Massing – indicative

Town Centre Environs	
Superblock	**TCE1**
Area (ha.)	1.72 (1.35 ha. completed under CPS 2014-2023 provisions, and 0.37 ha. TCE2B-1)
Land use	TCE uses Incorporating TCC uses to Cherrywood Avenue frontage
Plot ratio range	1.5 - 2.0:1
Urban scale	General range: 3-8 storeys
Parcels	TCE1/1-6

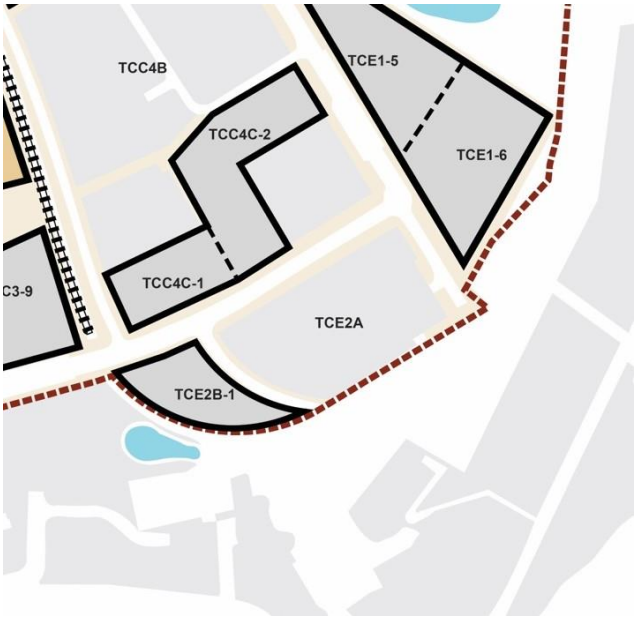


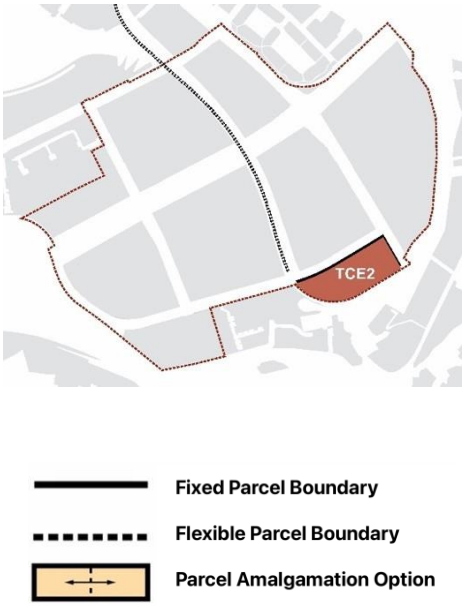
Routes	Movement	Legend
		
Land use - indicative	Streetwall	
		
Building height and levels		
		

Masterplan – indicative

Massing – indicative

Town Centre Environs	
Superblock	**TCE2**
Area (ha.)	1.72 (1.35 ha. completed under CPS 2014-2023 provisions, and 0.37 ha. TCE2B-1)
Land use	TCE uses Incorporating TCC uses to Cherrywood Avenue frontage
Plot ratio range	2.4 - 2.8:1
Urban scale	General range: 3-8 storeys
Parcels	TCE2B-1

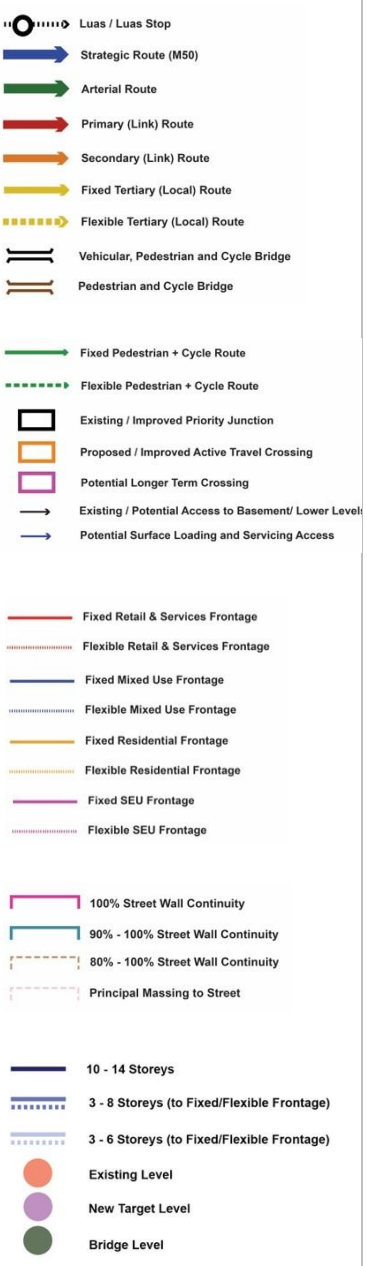




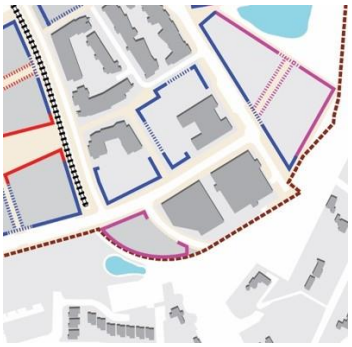
Routes

Movement

Legend

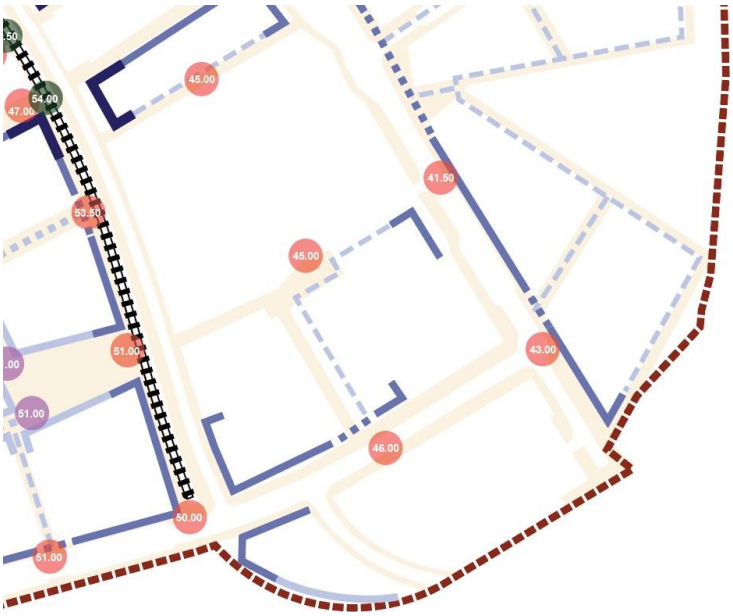


Land use - indicative



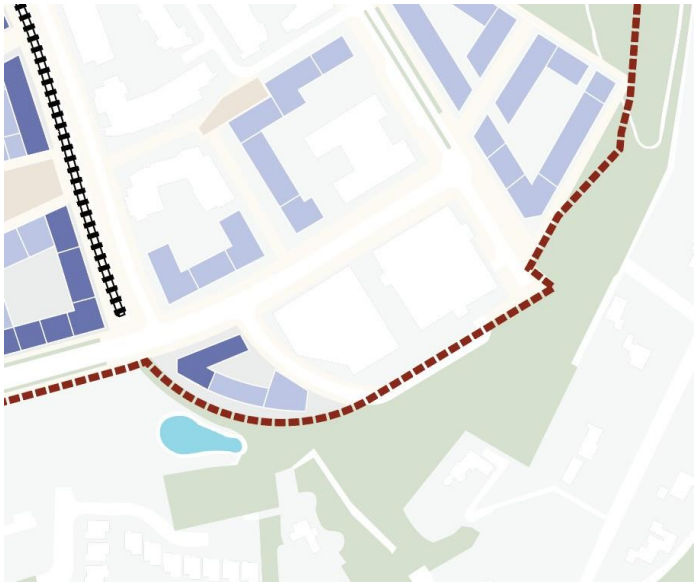
Streetwall

Building height and levels

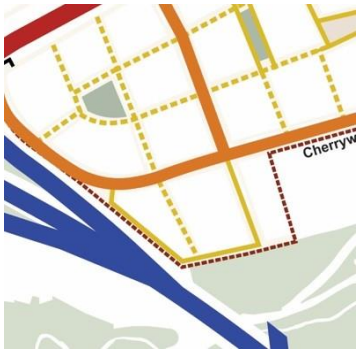
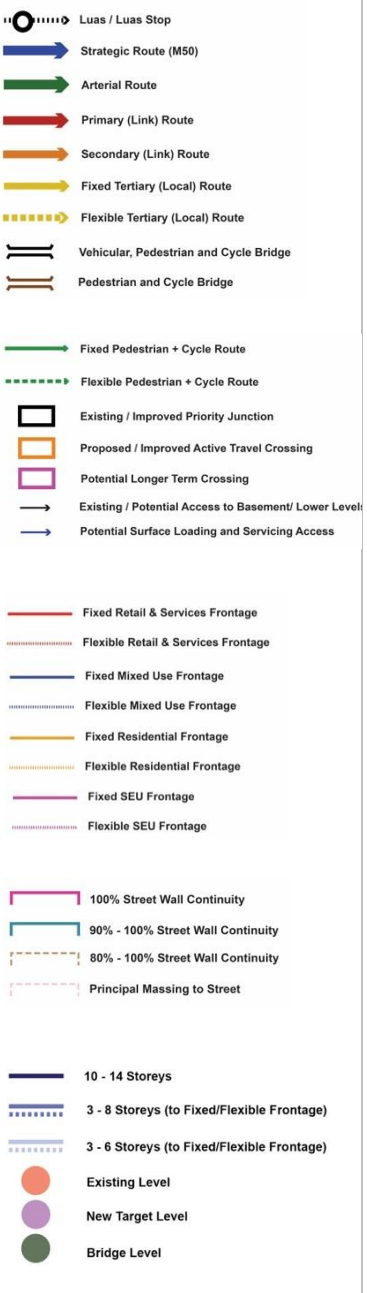
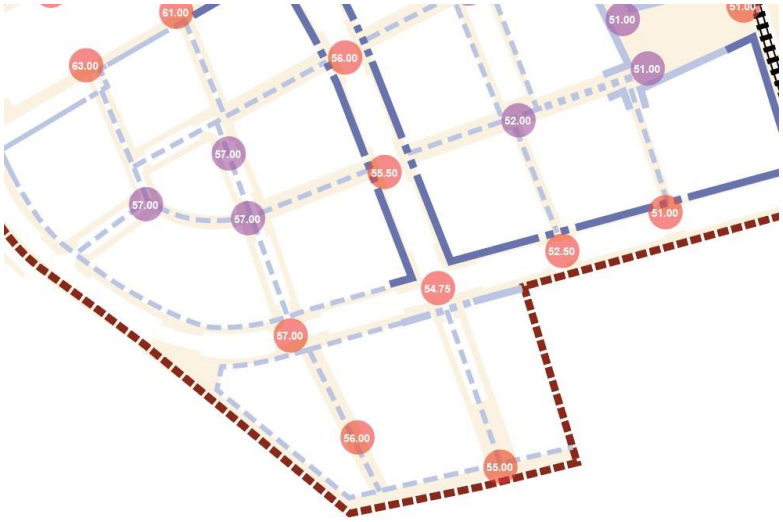


Masterplan – indicative

Massing – indicative



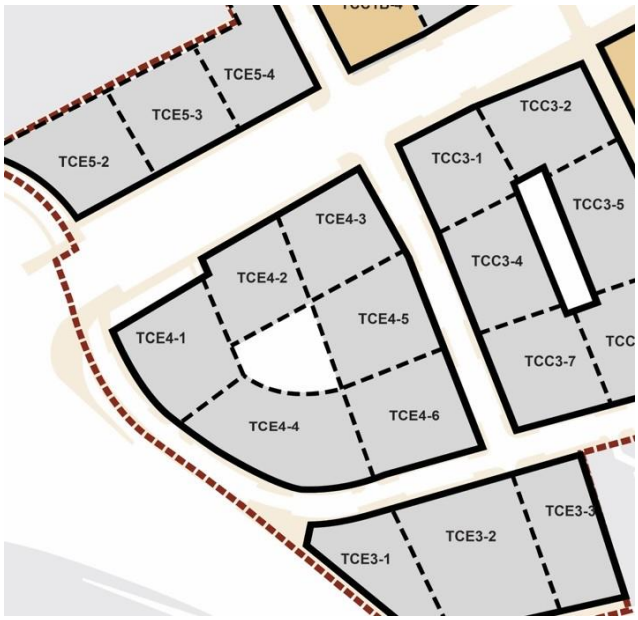
Town Centre Environs	
Superblock	**TCE3**
Area (ha.)	1.94
Land use	TCE uses Including residential use/special residential use Incorporating TCC uses to Cherrywood Avenue frontage
Plot ratio range	1.5 - 2.0
Urban scale	General range: 3-6 storeys
Parcels	TCE3/1-3

Routes	Movement	Legend
		
Land use - indicative	Streetwall	
		
Building height and levels		
		

Masterplan – indicative

Massing – indicative

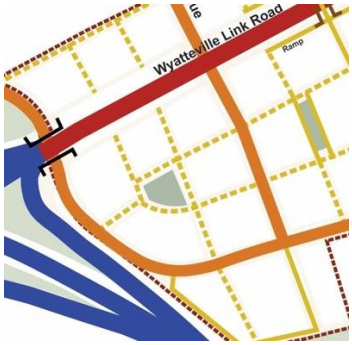
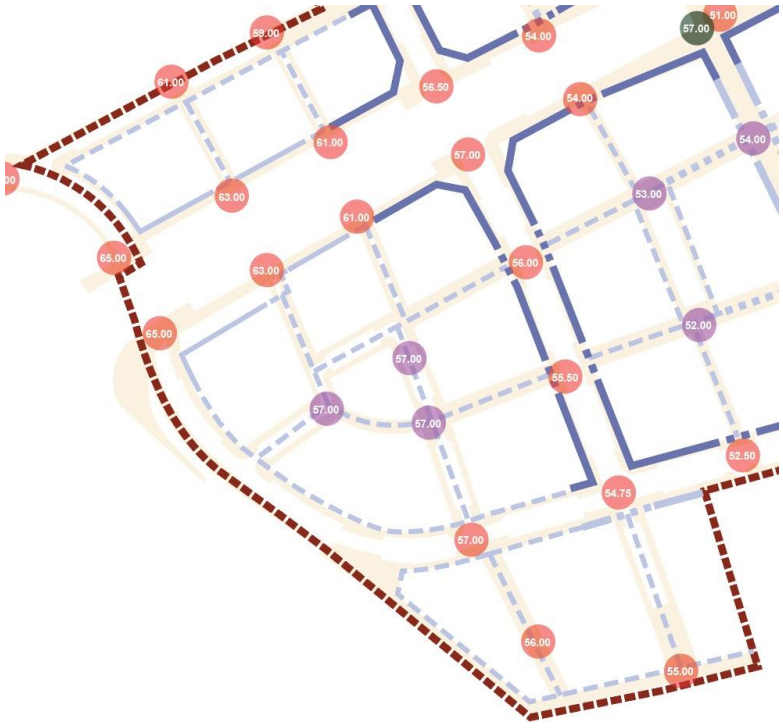
Town Centre Environs	
Superblock	**TCE4**
Area (ha.)	3.39 (undeveloped)
Land use	TCE uses Incorporating TCC uses to Cherrywood Avenue frontage (Alternative code in Addendum)
Plot ratio range	1.5 - 2.0
Urban scale	General range: 3-8 storeys
Parcels	TCE4/1-6



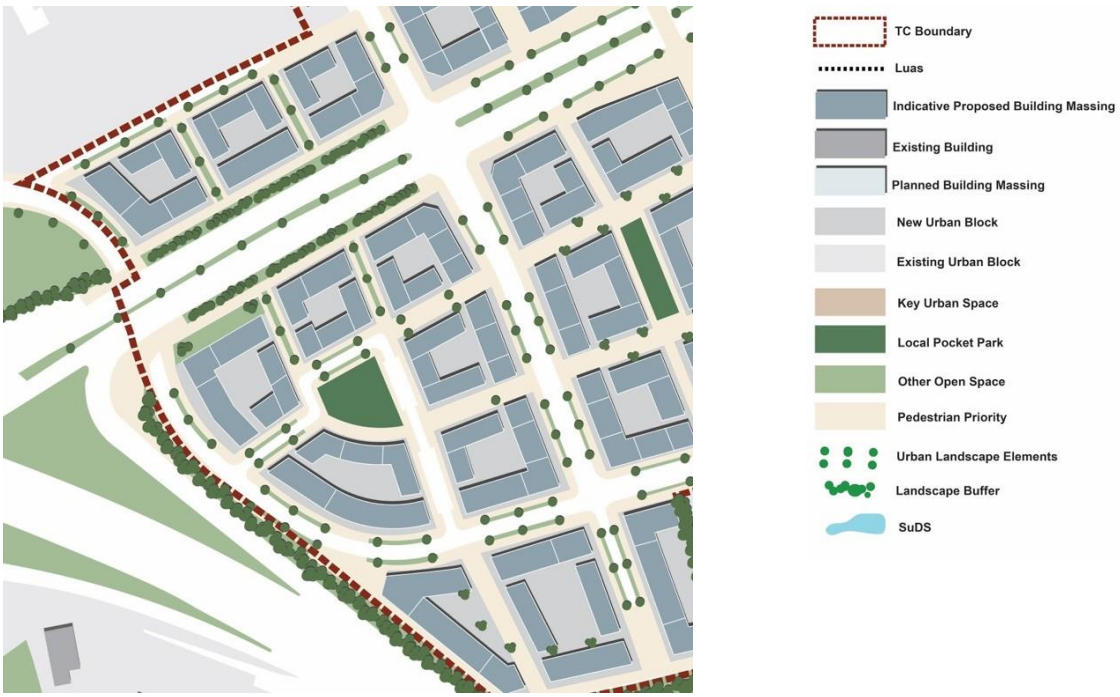
Fixed Parcel Boundary

Flexible Parcel Boundary

Parcel Amalgamation Option

Routes	Movement	Legend
		Luas / Luas Stop Strategic Route (M50) Arterial Route Primary (Link) Route Secondary (Link) Route Fixed Tertiary (Local) Route Flexible Tertiary (Local) Route Vehicular, Pedestrian and Cycle Bridge Pedestrian and Cycle Bridge
Land use - indicative	Streetwall	Fixed Pedestrian + Cycle Route Flexible Pedestrian + Cycle Route Existing / Improved Priority Junction Proposed / Improved Active Travel Crossing Potential Longer Term Crossing Existing / Potential Access to Basement/ Lower Levels Potential Surface Loading and Servicing Access
		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
Building height and levels		100% Street Wall Continuity 90% - 100% Street Wall Continuity 80% - 100% Street Wall Continuity Principal Massing to Street
		10 - 14 Storeys 3 - 8 Storeys (to Fixed/Flexible Frontage) 3 - 6 Storeys (to Fixed/Flexible Frontage) Existing Level New Target Level Bridge Level

Masterplan – indicative



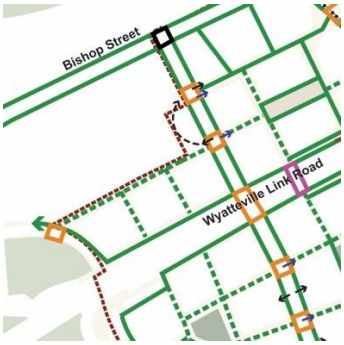
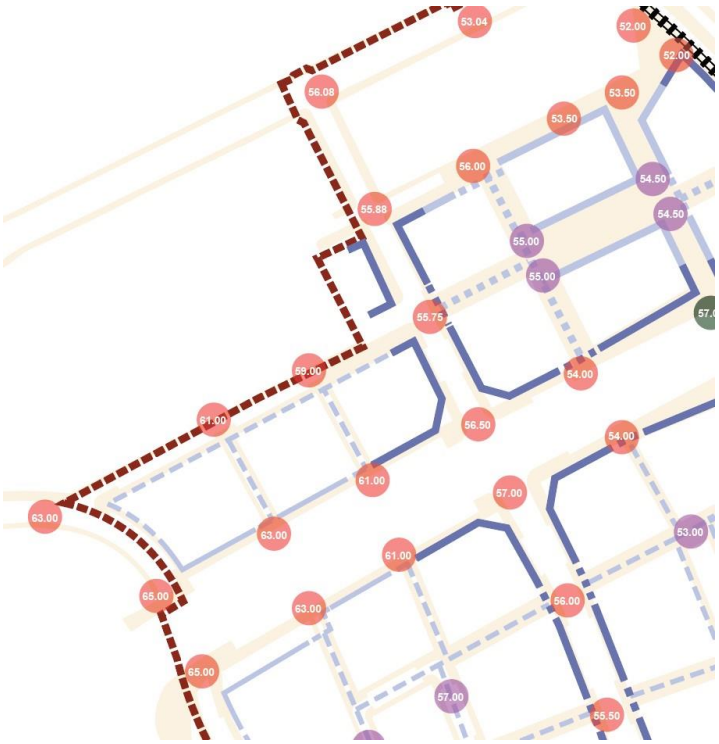
Massing – indicative

Town Centre Environs	
Superblock	**TCE5**
Area (ha.)	1.55 (undeveloped), excluding designated area for physical infrastructure area of 0.28
Land use	TCE uses Incorporating TCC uses to Cherrywood Avenue frontage
Plot ratio range	1.5 - 2.0
Urban scale	General range: 3-8 storeys
Parcels	TCE5/1-3

Fixed Parcel Boundary

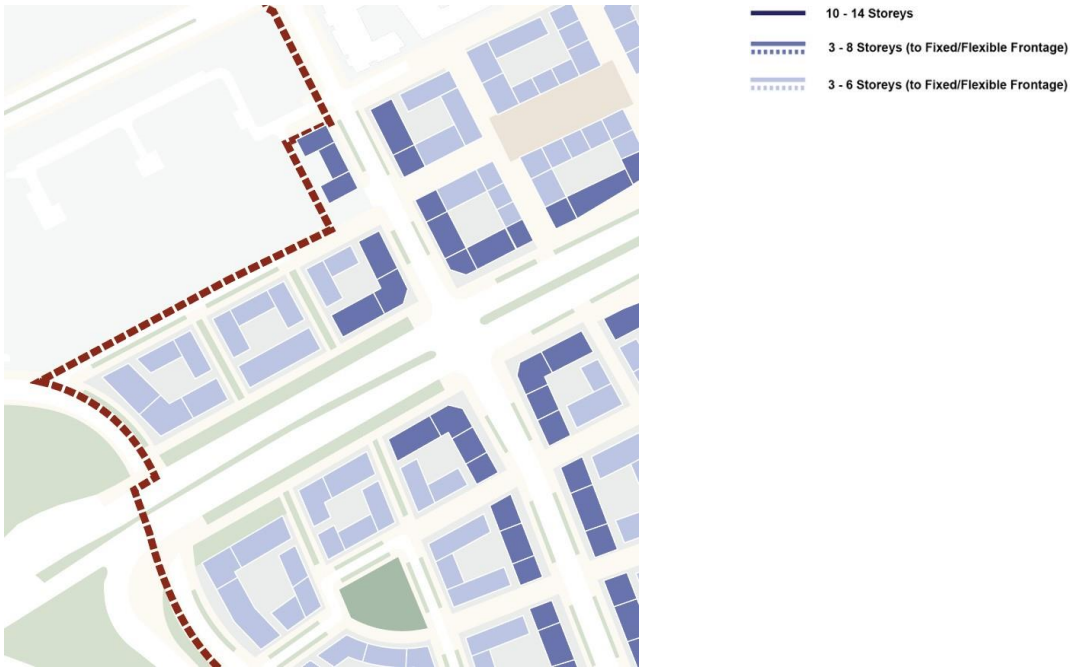
Flexible Parcel Boundary

Parcel Amalgamation Option

Routes	Movement	Legend
		Luas / Luas Stop Strategic Route (M50) Arterial Route Primary (Link) Route Secondary (Link) Route Fixed Tertiary (Local) Route Flexible Tertiary (Local) Route Vehicular, Pedestrian and Cycle Bridge Pedestrian and Cycle Bridge
Land use - indicative	Streetwall	Fixed Pedestrian + Cycle Route Flexible Pedestrian + Cycle Route Existing / Improved Priority Junction Proposed / Improved Active Travel Crossing Potential Longer Term Crossing Existing / Potential Access to Basement/ Lower Levels Potential Surface Loading and Servicing Access
		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
Building height and levels		100% Street Wall Continuity 90% - 100% Street Wall Continuity 80% - 100% Street Wall Continuity Principal Massing to Street
		10 - 14 Storeys 3 - 8 Storeys (to Fixed/Flexible Frontage) 3 - 6 Storeys (to Fixed/Flexible Frontage) Existing Level New Target Level Bridge Level

Masterplan – indicative

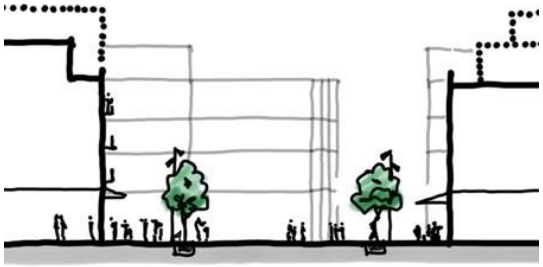
Massing – indicative

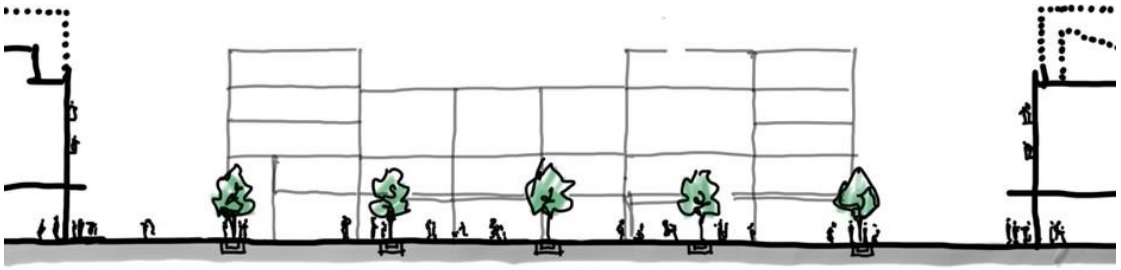


Urban spaces	
Name	**Cherrywood Square**
Area (ha.)	Approximately 0.3ha.
Orientation	Broadly East/North-East to West/South-West on the long axis
Long axis (length)	Minimum of 100m (inclusive of intersection with Cherrywood Main Street)
Short axis (width)	Minimum of 30m (unobstructed, frontage to frontage, ground and upper floors)
Urban scale	3-6 storeys
Urban grain	Mixed, including element of fine plot grain to Cherrywood Main Street
Enclosure ratio (on width)	Approximately 2.5:1 (Ratio of width to general building height)
Urban quality	Primarily retail and services at ground floor, mixed use and residential in upper floors. Good access to daylight and sunlight – careful consideration of surrounding building massing. Robust uncluttered space for flexible use, free from fixed obstructions. Universal access - gently sloping, avoiding level breaks and steps. High quality surface materials, services and lighting, and street furniture for sitting and staying. Landscape elements to complement space structure.
Update	

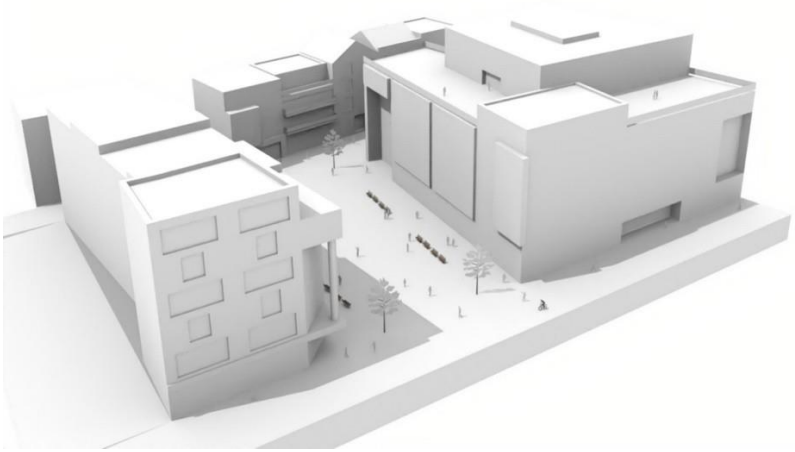
Masterplan – indicative

Massing – indicative



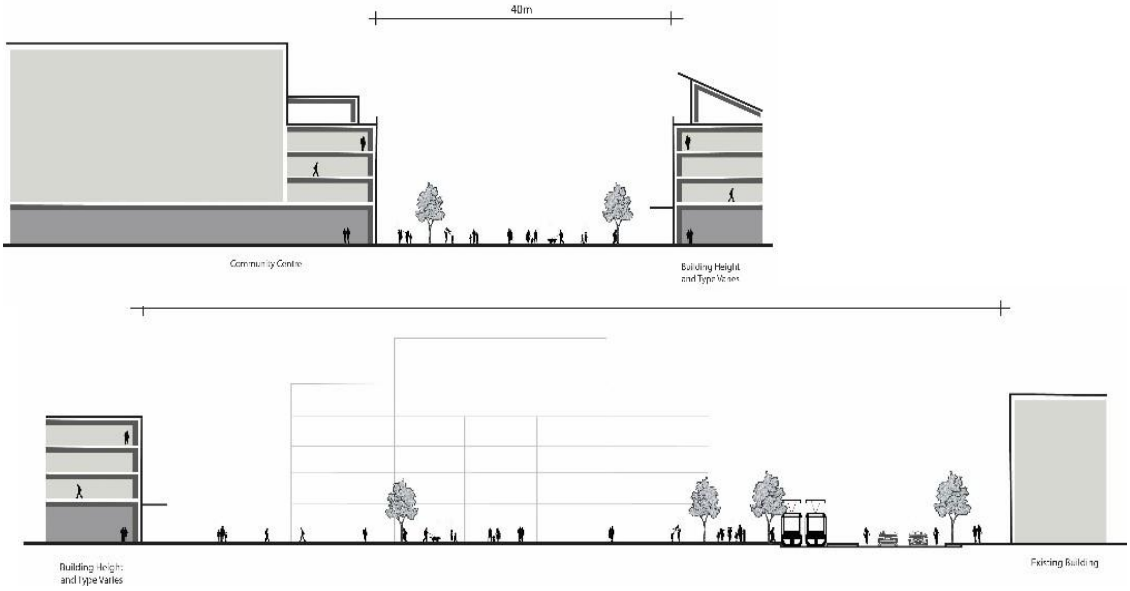


Urban spaces	
Name	**Civic Square and Centre**
Area (ha.)	0.32ha. Civic square only. Civic Centre on parcel TCC3-6.
Orientation	Broadly East to West on the long axis
Long axis (length)	Minimum of 80m (excluding Grand Parade and inclusive of intersection with Cherrywood Main Street)
Short axis (width)	Minimum varies between 35m at Grand Parade and 45m at Cherrywood Main Street (unobstructed, frontage to frontage, ground and upper floors)
Urban scale	General scale of 3-8 storeys
Urban grain	Mixed, including element of fine plot grain to Cherrywood Main Street
Enclosure ratio (on width)	Approximately 2.5:1 (Ratio of width to general building height)
Urban quality	Primarily civic and community in parcel TCC3-6. Opportunity for leisure, recreation and tourism in parcel TCC3-9. Retail and services at ground floor, and mixed use and residential in upper floors to other frontages. Good access to daylight and sunlight – careful consideration of surrounding building massing. Robust uncluttered space for flexible use, free from fixed obstructions. Universal access - gently sloping, avoiding level breaks and steps. High quality surface materials, services and lighting, and street furniture for sitting and staying. Landscape elements to complement space structure.



Masterplan – indicative

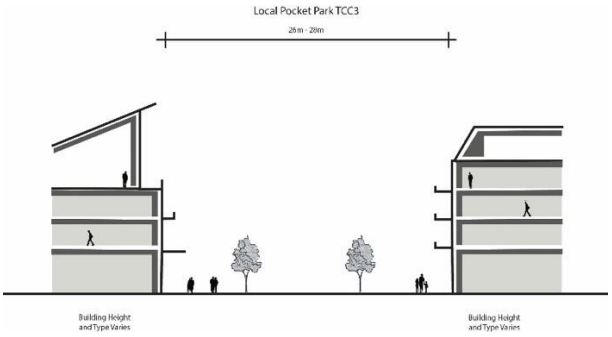
Massing – indicative



Urban spaces	
Name	**Pocket space**
Area (ha.)	0.20ha. (from frontage to frontage, excluding, north and south intersecting streets)
Orientation	Broadly North/North-West to South/South-East on the long axis
Long axis (length)	Minimum of 75m (excluding north and south intersecting streets Grand Parade and inclusive of intersection with Cherrywood Main Street)
Short axis (width)	Minimum 25m frontage to frontage
Urban scale	General scale of 3-6 storeys
Urban grain	Mixed
Enclosure ratio (on width)	Approximately 2.5:1 (Ratio of width to general building height)
Urban quality	Primarily residential use at ground and upper floors. Intimate-scaled informal space with distinctive landscape character. Small scale children's play facilities. Good access to daylight and sunlight – careful consideration of surrounding building massing. Universal access - gently sloping, avoiding level breaks and steps. High quality surface materials, services and lighting, and street furniture for sitting and staying. Integration of SuDS and Nature-based solutions for drainage.

Masterplan – indicative

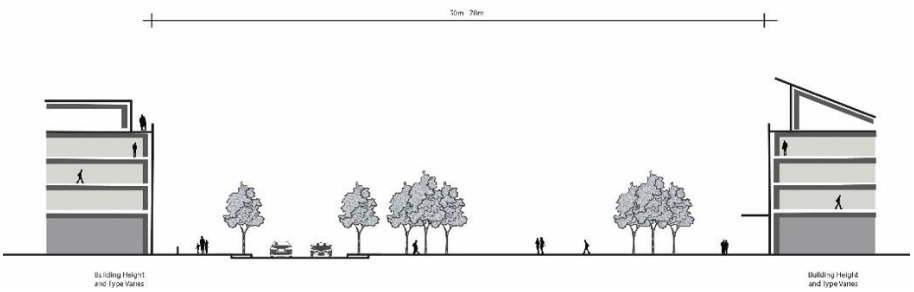
Massing – indicative



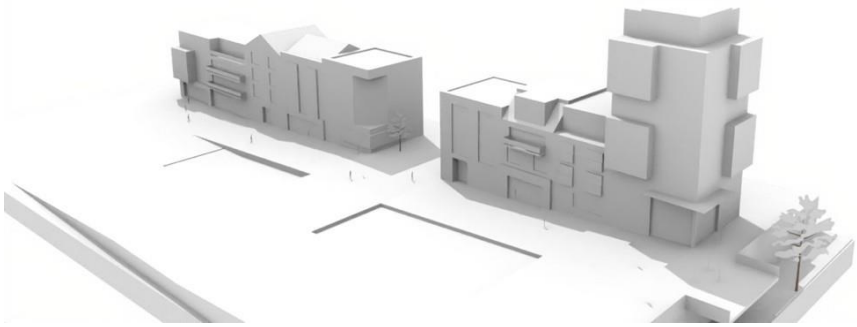
Urban spaces	
Name	**Cherrywood Green**
Area (ha.)	0.25ha. (core useable area, excluding all surrounding streets)
Orientation	Flexible. Ideally centrally situated between parcels/urban blocks.
Long axis (length)	Minimum of 30m (core useable space)
Short axis (width)	Minimum of 30m (core useable space)
Urban scale	General scale of 3-6 storeys
Urban grain	Mixed
Enclosure ratio (on width)	Greater than 2.5:1 (Ratio of width to general building height)
Urban quality	TCE uses fronting to the space. Landscape dominant space combining informal and structured landscape. Passive and active amenity including children's play areas. Good access to daylight and sunlight – careful consideration of surrounding building massing. Universal access - gently sloping, avoiding level breaks and steps. High quality surface materials, services and lighting, and street furniture for sitting and staying. Integration of SuDS and Nature-based solutions for drainage.
Update	

Masterplan – indicative

Massing – indicative



Streets	
Name	**Cherrywood Main Street**
Length	Approx. 250m (between Cherrywood Square and Civic Square entrances)
Orientation	Broadly North/North-West to South/South East
Critical Axis	Centre line fixed and perpendicular (90 degrees) to existing TCC1A/TCC1B interface alignment
Width	Minimum 18m (building to building)
Urban scale	General scale of 3-6 storeys, and 3-8 storeys on Wyatville Link Road interface
Urban grain	Mixed, but must include fine urban plot grain (ideally on sloping sections)
Enclosure ratio	Not less than 1.0:1 (Ratio of width to general building height can vary and be aggregated)
Urban quality	Primarily retail and services at ground floor, mixed use and residential in upper floors. Enclosed main street, with continuous active and mixed and fine urban grain frontage. Variety of architecture and building form, including roof profiles. Uncluttered street space, free from fixed obstructions for walking and cycling and spilling out of ground floor uses. Universal access - gently sloping, avoiding level breaks and steps. Minimising gradient from squares to new Main Street Bridge (targeting between 1:20 and 1:30). High quality surface materials and street furniture for sitting and staying. Secondary planted landscape elements. Good access to daylight and sunlight – careful consideration of enclosing building massing. High quality surface materials, services and lighting, and street furniture for sitting and staying. Integration of SuDS and Nature-based solutions for drainage.
Movement	Pedestrian and cycle only. Managed street loading, servicing and maintenance. Disability and emergency access.



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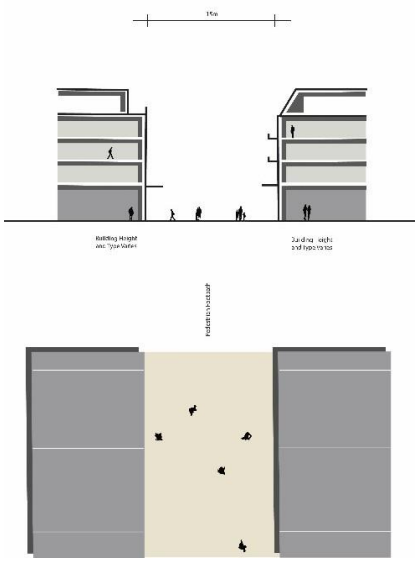

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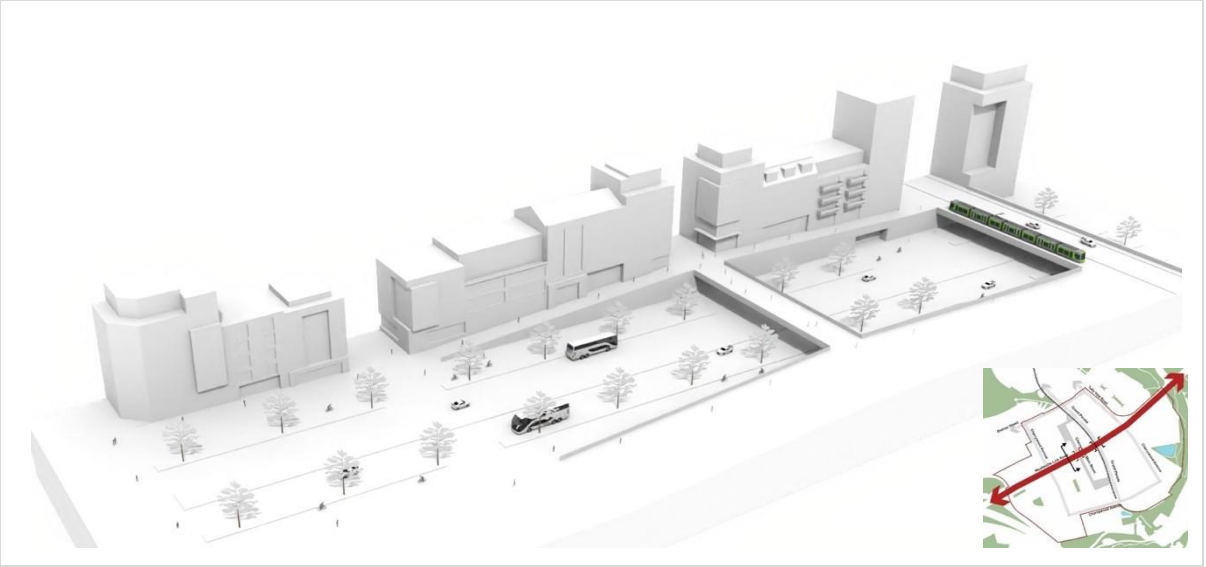
Update.

Streets	
Name	**Wyattville Avenue (Wyattville Link Road)**
Length	Approx. 1km (between M50 ramp and N11 Junction)
Orientation	Broadly East/North-east to West/South-west
Critical Axis	Centre line established – with generally continuous new building frontages. Set back (chamfer or splat) of building line to both corners of block with Cherrywood Main Street at top of ramp to improve function and legibility.
Width	Approximately 58-62m (building to building)
Urban scale	General scale of 3-8 storeys Higher buildings 10-14 storeys
Urban grain	Mixed
Enclosure ratio	Approximately 2.5:1 (Ratio of width to general building height can vary and be aggregated)
Urban quality	SEU frontage at TCE4 and 5. Vertical and horizontal mixed use to Cherrywood Avenue and Tully Vale intersection and to TCC1B, TCC2, TCC3 and TCC4 frontages. Carefully selected active frontages and uses to the ground floor/ramp and terrace frontage in TCC. UrbComm and/or residential use in upper floors. Coherent approach to landscape character; with distinct transitional, landscape-dominant approach at TCE4 and 5 frontages, and more formal structured tree-lined urban avenue approach to TCC frontages. Planted landscape elements and treelines serving as secondary space enclosure and visual buffer and wind mitigation to the Avenue. High quality surface materials, services and lighting, and street furniture for sitting and staying. Integration of SuDS and Nature-based solutions for drainage. Variety of architecture and building form, including roof profiles, noting importance of main intersections and the crossing of Cherrywood Main Street and Bridge and Grand Parade.
Movement	Multi-modal arterial link route. Upgraded pedestrian and cycle facilities on both sides of the Avenue. Improved active travel crossings at the Cherrywood Avenue and Wyattville Avenue and Tully Vale Road junctions. Potential, additional future active travel crossings between TCC1B and TCC3 subject to further investigation. Universal access and high levels of permeability with TCC, including local streets, ramp and terraces to TCC1B and TCC3, Cherrywood Main Street/Cherrywood Main Street Bridge and Grand Parade.



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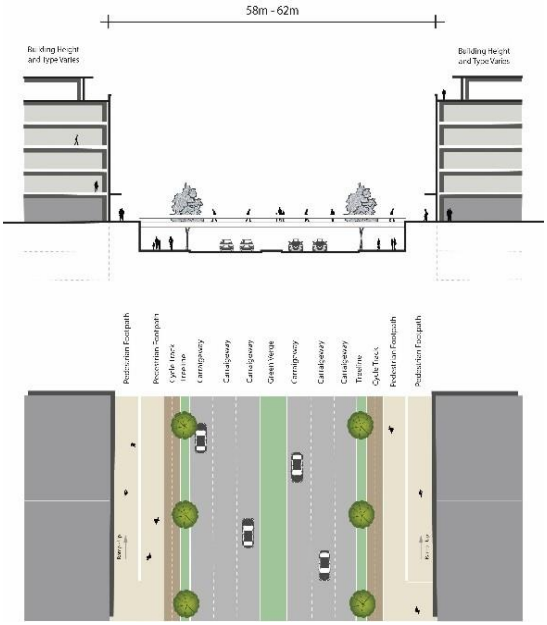
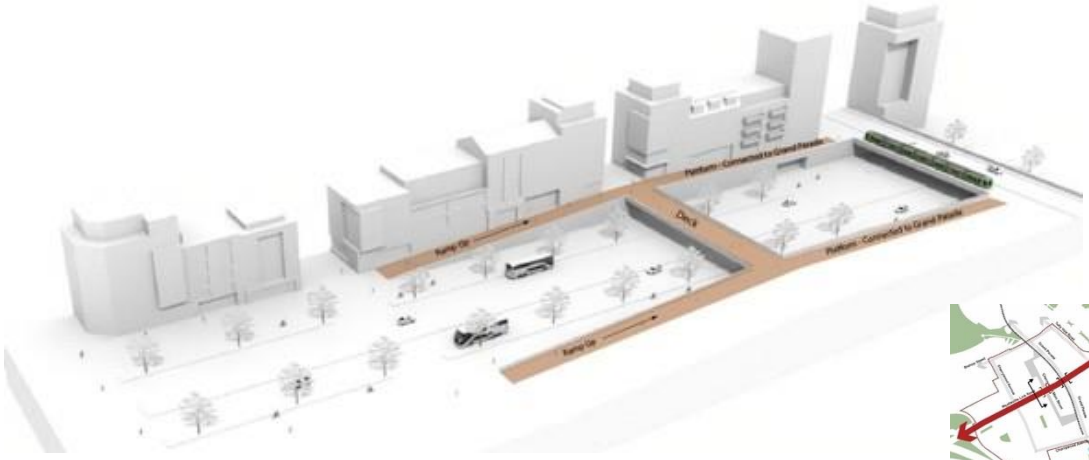


Massing – indicative

Update

Streets	
Name	**Cherrywood Main Street Bridge**
Length	Approximately 50m span (excluding adjoining Ramp and Terrace structures within TCC1B and TCC3).
Orientation	Aligned with Cherrywood Main Street axis.
Critical Axis	Bridge centreline fixed; aligned to Main Street centreline and connecting Cherrywood Square and Civic Square.
Width	Deck: 12–18 m (target to match Cherrywood Main Street width and character) Approach ramps from WLR: minimum 7 m clear width each side of WLR (TCC1B and TCC3), with localised widening at the flared building line to the ramps Terraces connecting to Grand Parade: minimum 7 m clear width each side, forming a usable public realm space (not residual)
Urban form and quality	Vertical clearance / headroom: Maintain adequate clearance to Wyattville Link Road and to the underside/abutments of the bridge in accordance with applicable TII requirements and relevant street design guidance (including DMURS, as applicable). Clearance to be confirmed by detailed design and statutory approvals. Form and structure: Lightweight deck with a shallow structural profile and high architectural quality. Structural depth and parapet design to minimise visual bulk and to maintain legibility of Wyattville Link Road as a primary corridor. Integration with development parcels and frontages: The design parameters for the bridge shall be confirmed and agreed with DLR and relevant statutory agencies at the early design stages for the superblocks. Ramps, terraces, landings, retaining structures, abutments, parapets, drainage, lighting and all associated structures shall be delivered as an integral part of the Wyattville Link Road frontages within the development of TCC1B and TCC3. Ground floor frontage treatment to ramp/terrace to be designed as a civic interface (active edges where feasible; otherwise high-quality, robust and overlooked edges), avoiding blank or leftover conditions. Public realm and place quality: High-quality paving and detailing consistent with Main Street. Seating and resting points integrated into terrace/landing design. Lighting, passive surveillance, weather protection (where feasible) and wind comfort to be addressed by design.

	Bridge drainage to be integrated without surface clutter. Design process: The bridge as a primary Town Centre connector and civic landmark, shall be subject to a design competition or equivalent design quality procurement process.
Movement	Shared pedestrian and cycle movement; universal access; no steps. Gradients to comply with DMURS and universal access requirements; bridge slope (if any) to be designed as part of the overall approach to Cherrywood Main Street slopes and landings.



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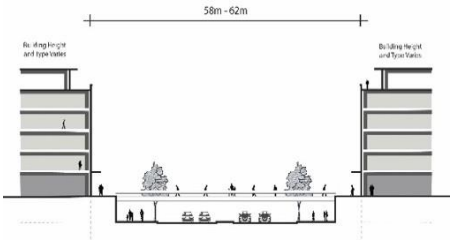
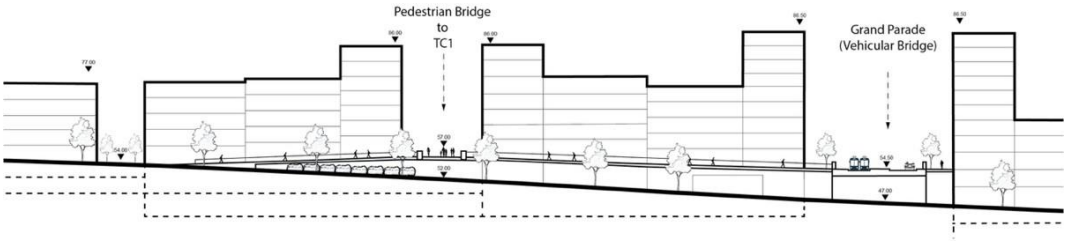
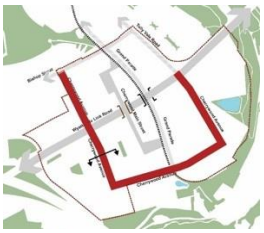




Massing – indicative

Update

Streets	
Name	**Cherrywood Avenue**
Length	West section approx. 480m South section approx. 460m East section approx. 300m
Orientation	Varies
Critical Axis	Centre lines established – new building frontages parallel
Width	Varies. Approx. 32-36m (building to building)
Urban scale	General scale of 3-8 storeys Higher buildings 10-14 storeys
Urban grain	Mixed
Enclosure ratio	Approximately 2.0:1 (Ratio of width to general building height can vary and be aggregated)
Urban quality	Vertical and horizontal mixed use to all frontages in TCC and TCE. Coherent approach to landscape character with consistent formal structured tree-lined urban avenue approach. Treelines serving as secondary space enclosure and visual buffer and wind mitigation to the Avenue. High quality surface materials, services and lighting, and street furniture for sitting and staying. Integration of SuDS and Nature-based solutions for drainage. Variety of architecture and building form, including roof profiles, noting importance of main intersections and the crossing of Wyattville Avenue, Beckett Road, Grand Parade (south), Tully Vale Road and Bishop Street.
Movement	Multi-modal link street. Upgraded pedestrian and cycle facilities on both sides of the Avenue. Universal access and high levels of permeability with improved and new active travel crossings along the Avenue to facilitate pedestrian and cycle linkages between the TCC and TCE. On-street surface loading and servicing areas for TCC. Direct vehicular access to basements and sub-podium areas. Selected surface loading, servicing and maintenance access points to TCC. Design for emergency access to all superblocks.



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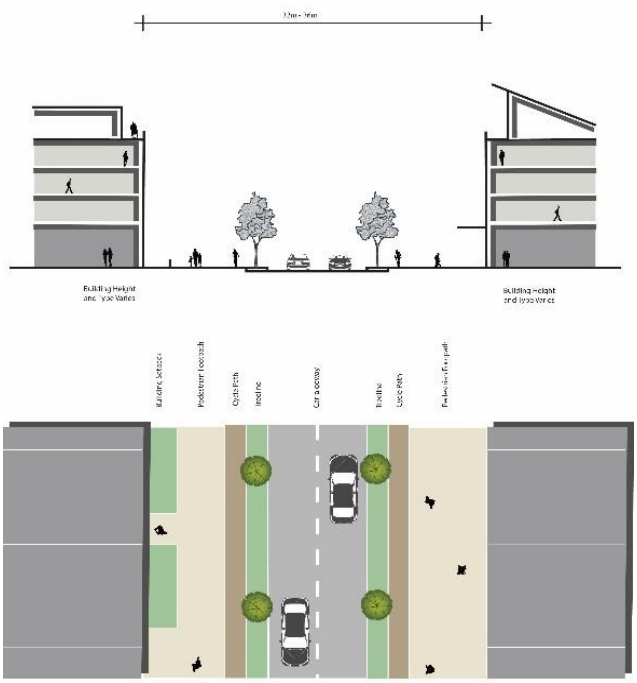
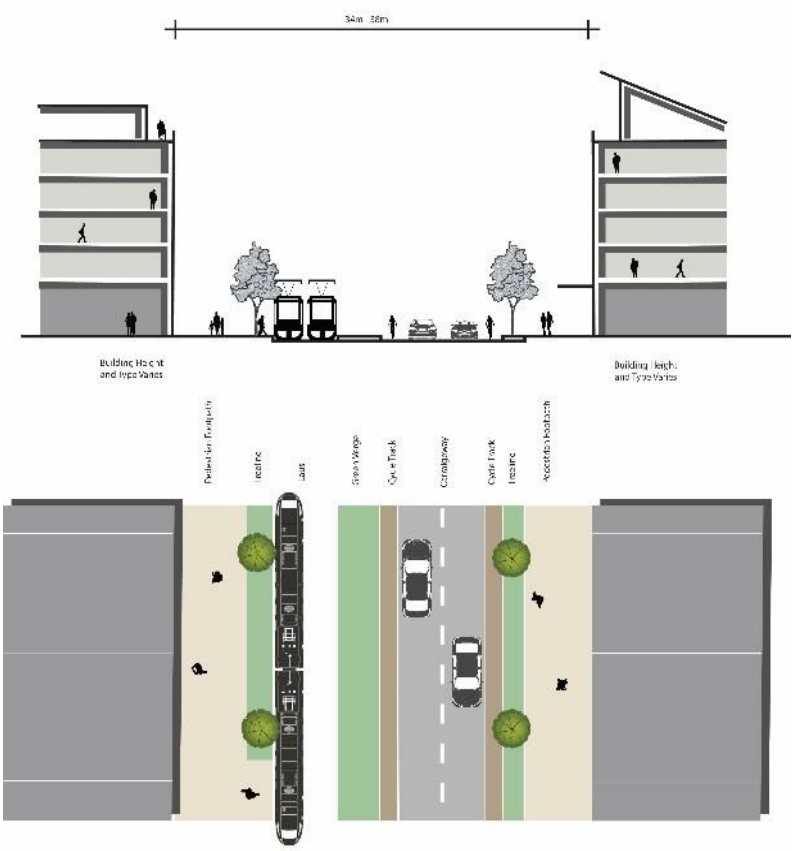


Massing – indicative

Update

Streets	
Name	**Grand Parade**
Length	Approx. 550m
Orientation	North/North-West to South/South-East
Critical Axis	Centre lines established – new building frontages parallel
Width	Varies. Approximately 34 - 38m (building to building)
Urban scale	General scale of 3-8 storeys Higher buildings 10-14 storeys
Urban grain	Mixed
Enclosure ratio	Approximately 1.5:1 to 2.0:1 (Ratio of width to general building height can vary and be aggregated)
Urban quality	Vertical and horizontal mixed use to all frontages in TCC and TCE. Primarily active, public-facing uses (such as retail and services) at ground floor, mixed use and residential in upper floors. Continuous and enclosed urban avenue. Coherent approach to landscape character with consistent formal structured tree-lined urban avenue approach. High quality surface materials, services and lighting, and street furniture for sitting and staying. Integration of SuDS and Nature-based solutions for drainage. Variety of architecture and building form, including roof profiles, noting importance of main intersections and the crossing of Wyattville Avenue and Cherrywood Avenue (south)
Movement	Multi-modal link street, including Luas and Luas stops. Later design of mobility hubs at Luas stops (notably cycling interchange). Quality pedestrian and cycle facilities. Universal access and high levels of permeability with improved and new active travel crossings along the Grand Parade to facilitate pedestrian and cycle linkages between the TCC. Local street pedestrian and cycle crossing of Luas. Direct vehicular access to basements and sub-podium areas at TCC2. Investigation of potential for surface loading, servicing and maintenance access points to TCC. Design for emergency access to all superblocks.

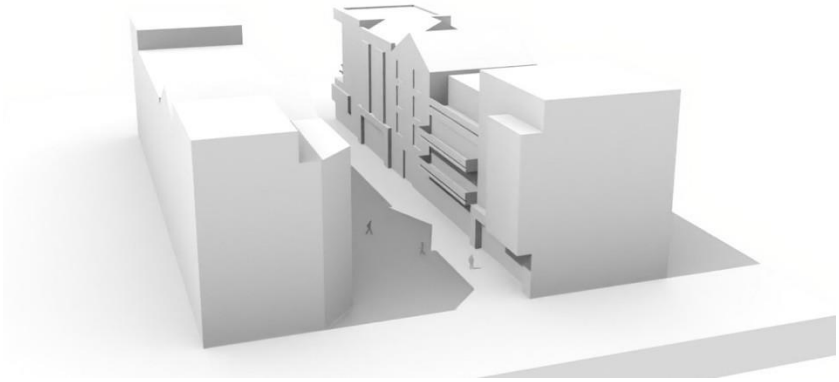
Masterplan – indicative



Massing – indicative

Update

Streets	
Name	**Local Street – Type A and B**
Length	Varies
Orientation	Type A: Generally North to South Type B: Generally East to West
Critical Axis	Varies. See Superblock code
Width	Type A: Minimum 15m (building to building) Type B: Minimum 18m (building to building)
Urban scale	General scale of 3-8 storeys Higher buildings 10-14 storeys
Urban grain	Mixed
Enclosure ratio	Approximately 1.5:1 to 2.0:1 (Ratio of width to general building height can vary and be aggregated)
Urban quality	Enclosed local streets of intimate and human scale. Continuity of frontage and streetwall to reflect function and use of street. Design approach to prioritise street user and reflect modes (notably vehicular or non-vehicular). High quality surface materials and street furniture for sitting and staying. Secondary planted landscape elements. Coherent approach to landscape character with consistent formal structured tree-lined urban avenue approach. High quality surface materials, services and lighting, and street furniture for sitting and staying. Integration of SuDS and Nature-based solutions for drainage. Variety of architecture and building form, including regular and frequent entrances directly to the street. Careful consideration of street interface at ground level, with potential for shallow privacy strips at ground floor residential interfaces. Varied approach to architecture, including roof profiles, noting importance of main intersections and the crossing with higher order streets and spaces.
Movement	Unsegregated shared spaces on non-vehicular routes. Pedestrian and cycle priority on routes shared with vehicular access. Universal access and high levels of permeability with improved and new active travel crossings and junctions to reflect street function and users. Consideration of surface loading, servicing and maintenance access points and routes to TCC. Design for emergency access on all streets.



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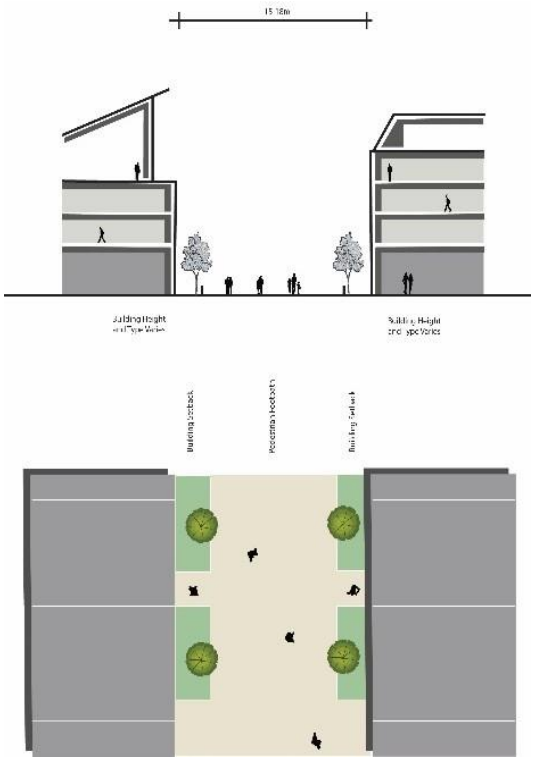

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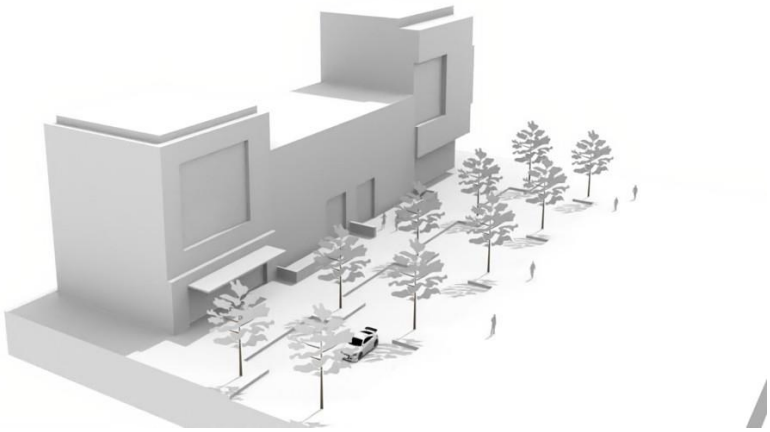
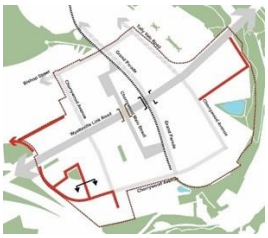
Update

Streets	
Name	**Local Street – Type C**
Length	Varies
Orientation	Varies
Critical Axis	Varies. See Superblock code.
Width	Generally 22m-26m (building to building)
Urban scale	General scale of 3-6 storeys
Urban grain	Mixed
Enclosure ratio	Approximately 1.5:1 to 2.0:1 (Ratio of width to general building height can vary and be aggregated)
Urban quality	Local streets of human scale. Coherent approach to landscape character with consistent formal structured tree-lined urban avenue approach. High quality surface materials and street furniture for sitting and staying. Integration of SuDS and Nature-based solutions for drainage. Continuity of frontage and streetwall to reflect function and use of street. Variety of architecture and building form, including regular and frequent entrances directly to the street.
Movement	Pedestrian and cycle priority on routes shared with vehicular access. Universal access and high levels of permeability with improved and new active travel crossings and junctions to reflect street function and users. Consideration of surface loading, servicing and maintenance access points and routes. Design for emergency access.





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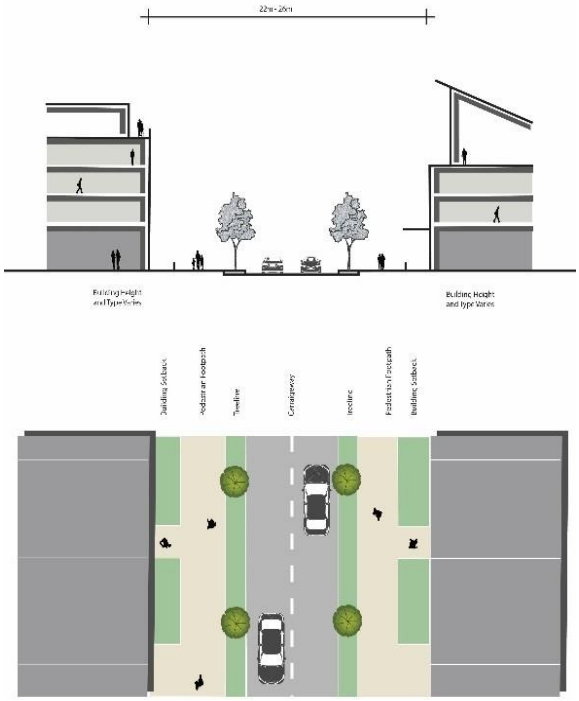

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Part 3 Urban Design Guidelines

Urban design guidelines are provided for important aspects of urban design quality which require careful attention and a consistency of approach. They are selected to support the parameters established in the code and to augment (and not to repeat or contradict) existing quality guidelines and controls in the CPS.

The guidelines will assist in development management process where quality aspects will be scoped and agreed as part of the development of proposals. The urban design guidelines include:

- Diversity, viability and vitality
- Adaptability
- Quality building
- Quality spaces

3.1 Diversity, Viability and Vitality

Town centres must function effectively and efficiently if they are to meet changing social and economic contexts and the objectives of sustainable development. Diversity of use and activities is a key attribute of sustainable urban centres. It provides town centres with longer-term adaptability and robustness to survive ever-changing economic and social conditions. Diversity encompasses, among other things, mix of uses, adaptability of built form, and variety of buildings and blocks. Importantly, diversity of use is recognised as the single most important component of urban vitality and viability.

Viability is the ability of the local urban economy to exist and to continue to attract investment into the longer-term within levels which avoid depletion of resources and secure important aspects of social equity. Vitality, in contrast, is a shorter-term objective, which refers to the 'busyness' of town centres. It is normally measured by a set of metrics including footfall, commercial yields, local rental values, vacancy rates, customer views and behaviour, and retailer representation.

Cherrywood Town Centre must secure its own vitality and viability from a low base of social, economic and civic infrastructure. An appropriate mix of uses that is diverse but related (referred to as related diversity) and the careful distribution and concentration of uses (also referred to as clustering), to secure synergies and benefits of association, will make a major contribution in this regard.

In a spatial sense, certain uses, such as retail and services, need to be continuously and seamlessly connected to generate and grow critical footfall. And other uses which support each other need to be located near to each other (within a short walk or within view). This along with the need to promote walking and cycling and access to public transport, requires an intensity of use and spatial compactness.

Understanding the mutual and reciprocal relationship between land uses (for example, the supporting secondary role that cafes, restaurants and bars make to support primary role of a major civic or cultural use) is essential. Likewise, enormous changes to sectors, such as retail and services, have driven a reframing of the role of town centres with a renewed emphasis on the user's experience of the town centre, new and innovative offers and the re-integration of the social or community economy.

The evening and nighttime economy (ENTE) is increasingly important to the success of town centres, where the traditional base of retail and services has declined, often due to larger

external forces (notably, increasing sector competition and growth of online retailing and services).

A critical challenge will be the combination of primary (destination uses, such as a substantial civic or cultural attraction) and the supporting services (e.g. restaurants, cafes, bars, venues). Cherrywood Town Centre provides a unique opportunity to deliver on this. Providing for the larger community of Cherrywood will also require a focus on delivering on the assets of successful town centres of district centre scale, such as larger, multi-purpose hotels and new leisure and recreation facilities for Cherrywood and the County. This could also position Cherrywood within the County's tourism network.


3.1.1 Land use range and mix

The range and mix of uses in the Town Centre have been informed current policy and plans, consultation and review studies (notably around employment uses, community uses and retail and services). The overall range and mix are consistent with the district centre role and the vision and principles of the CPS.

The current use designations in the CPS are expanded to allow for greater clarity on the nature and distribution of uses and use mixing in the Town Centre.
Within the Town Centre important concentrations and associations will need to be developed to secure critical mass and a logical order and arrangement of land uses. This will be essential in achieving the vision and principles of the CPS and the general principles and objectives of placemaking.

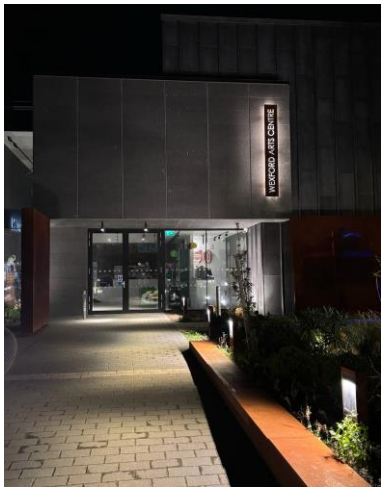
In terms of distribution of land uses, it is important that there is a clear distinction (albeit with a rational transition) between the use range and mix the Town Centre Core and the Town Centre Environs.

The following summarises the overall approach to the distribution of land uses across the Town Centre:

- Primary retail and services functions for Cherrywood in TCC1, with a secondary concentration in TCC3, and smaller, dispersed, tertiary provision in TCC2 and TCC4.
- Consolidation of substantial Town Centre Core residential use in TCC1 and TCC3 in concentration and in a mixed-use context.
- Primary civic and community use, including cultural uses in TCC3 with secondary elements across the Town Centre.
- An expanded recreation, leisure and tourism role for the Town Centre, focused on TCC3, with close synergies with the cultural dimensions of civic and community use.
- A focus on smaller scale, niche and innovative employment generating activities/office-based activity, including creative and knowledge intensive business services (KIBS) in the Town Centre Core, under a new employment category, UrbComm.

- A widening of the range of uses included in the HIE designation in the Town Centre Environs, to allow greater flexibility in responding to market, civic and community needs. – redesignated as Strategic Employment Uses (SEU).

The urban design concepts and code guide the distribution of uses within the urban form of the Town Centre in an overall concept and more specifically by indicating primary use by frontage at different levels.


3.1.2 Horizontal and vertical use mix

Use mix to secure diversity requires a careful and deliberate consideration of distribution and concentration of specific uses and use categories. Use of both vertical and horizontal use mix within urban blocks is critical in achieving overall land use mix and will be necessary across most blocks the Town Centre Core.

The concepts and code guide the distribution of the land use mix in the superblocks. Frontage use has been chosen as the most appropriate technique to guide use mix and distribution, in preference to urban block use or building use coding, as it allows greater flexibility for later design and development solutions.

In a mixed-use town centre context, it is important to accommodate use mix at different levels in blocks and along streets and spaces (see Figure 25). Vertical use mix acknowledges the need to consider different uses at different building levels to respond to context and objectives. It can include two or more distinct uses on different levels. A typical vertical use mix on mixed use frontage in the Town Centre Core would include a ‘public

facing' use, such as retail or service use at ground floor, with potential for UrbComm and/or residential use in the upper floors.

Horizontal use mix, which consists of distinct land uses, typically by building, along a street or space frontage of a block, should be delivered in tandem with vertical use mix. In terms of built form, horizontal use mix is likely to consist of discrete buildings within urban blocks sitting within defined urban plots (i.e. clear subdivisions of the urban block). Horizontal use mix also provides a solution for the delivery of finer urban plot grain. This is particularly important on civic and mixed-use frontages, and where building threshold levels need to change to closely match the gradient of sloping streets and spaces. This urban plot approach is also important delivering non-dominant uses within the Town Centre Core, such as UrbComm.

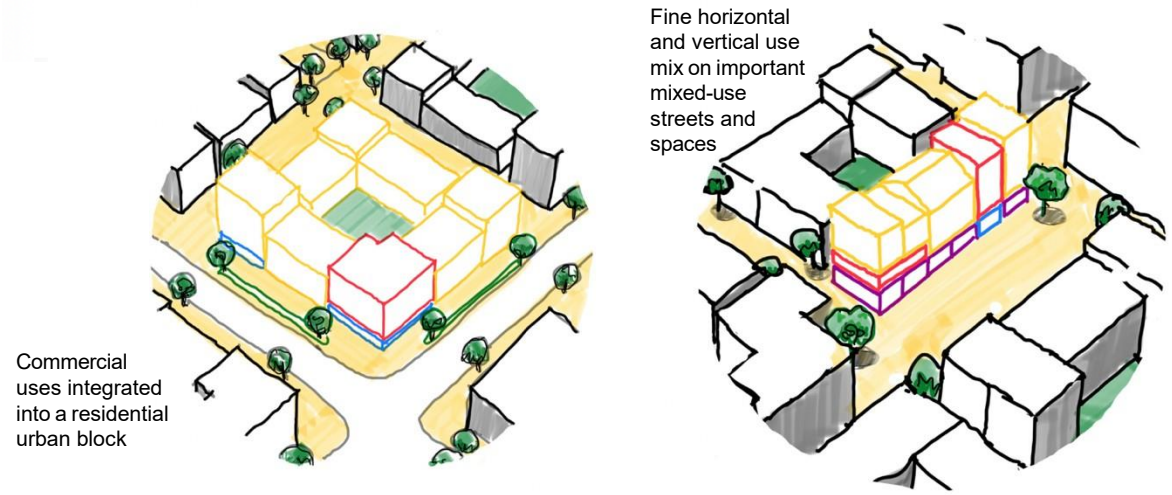


Figure 20. Approaches to use mix in a mixed use urban block

Figure 21. Approaches to vertical and horizontal on mixed use frontage

3.1.3 Scale of land uses

The mix of use in the area should also seek to achieve diversity in the scale of land uses. Larger scale uses can play an important role in anchoring and driving land use mix across the Town Centre. They generally develop relationships with other Town Centre uses, that provide supports or services. An example might be stationers, caterers and cafes, which provide support to larger creative uses, or nearby professional offices.

While large scale uses will be required as potential drivers for the Town Centre economy, a good mix of medium and small-scale uses must be included to deliver vitality and viability in the Town Centre Core. Small and medium size uses provide for small and medium size businesses. Research has shown that a rich variety of these businesses supports diversity and provides greater and longer-term, quality employment.
Small and medium size businesses have a greater tendency to be independent in nature, developing strong links with other local business and making a strong contribution to the local economy. The evening and nighttime economy (ENTE) is supported by small and medium scale independent business.

In planning and designing for land use, the overall aim should be to provide a proportionate mix of large, medium and small scale uses. In simple terms, there should be a relatively small number of larger scale uses, a greater number of primary or medium scale uses, and a larger number of small scale uses in the Town Centre Core.

3.1.4 Temporary, occasional and 'meanwhile' uses

Within the range of uses in the CPS, there is potential to accommodate temporary, occasional or 'meanwhile' uses such as entertainment, events, and markets, and 'meanwhile' uses in undeveloped spaces and areas. These uses could meet community needs and encourage connectivity and activity in disconnected or underused areas. They may also be considered where a plot based, incremental approach is taken to the development of urban blocks. Subject to development management and ongoing management and monitoring, this could be done without compromising the medium to long term objectives of the CPS.

3.2 Adaptability

3.2.1 Robust perimeter urban blocks

Urban blocks represent the developable element of designated parcels of land in the Town Centre, when all areas allocated to public streets and spaces are excluded. The urban design concepts and the masterplan provide for a pattern of urban perimeter blocks that responds to the principles and objectives for the sustainable development of the Town Centre.

The perimeter block typology is the basic and ubiquitous model for robust urban structure. It allows all frontages of the block to be developed, by bringing most, if not all, massing/building frontage to the street or space interface. The perimeter block has several benefits including the possibility of activity to all streets and spaces and a clear definition between public streets and spaces and internal areas such as private or semi-private courtyards. When properly sized and shaped, perimeter blocks provide for good access to daylight and sunlight and passive ventilation for residential and non-residential uses. It is a robust form, that allows for vertical and horizontal use mixing. The success of the perimeter block, depends on some key criteria, including:

- Clearly defined extent of urban block.
- Carefully considered building lines and building setbacks to reflect ground floor uses and the function/role of the street or space, and to achieve adequate front to front distances between blocks.
- Massing to the perimeter of the block.
- Building frontage to all sides, including the shorter sides (secondary street frontage) of the block.
- Proper design and attention to corners, avoiding ‘dead’ or windowless gables.
- An appropriate scale of buildings to provide the appropriate level of enclosure of the streets and spaces.
- Adequate back-to-back distances within the block to ensure adequate light and privacy and internal open space.
- Appropriate building setbacks from the street to suit the use of ground floors; and
- Adequate arrangements for pedestrian, cycle and vehicular access around, within or below the block.

A robust urban block is sized and shaped in such a way as to be capable of delivery as a single entity or in smaller elements known as plots.



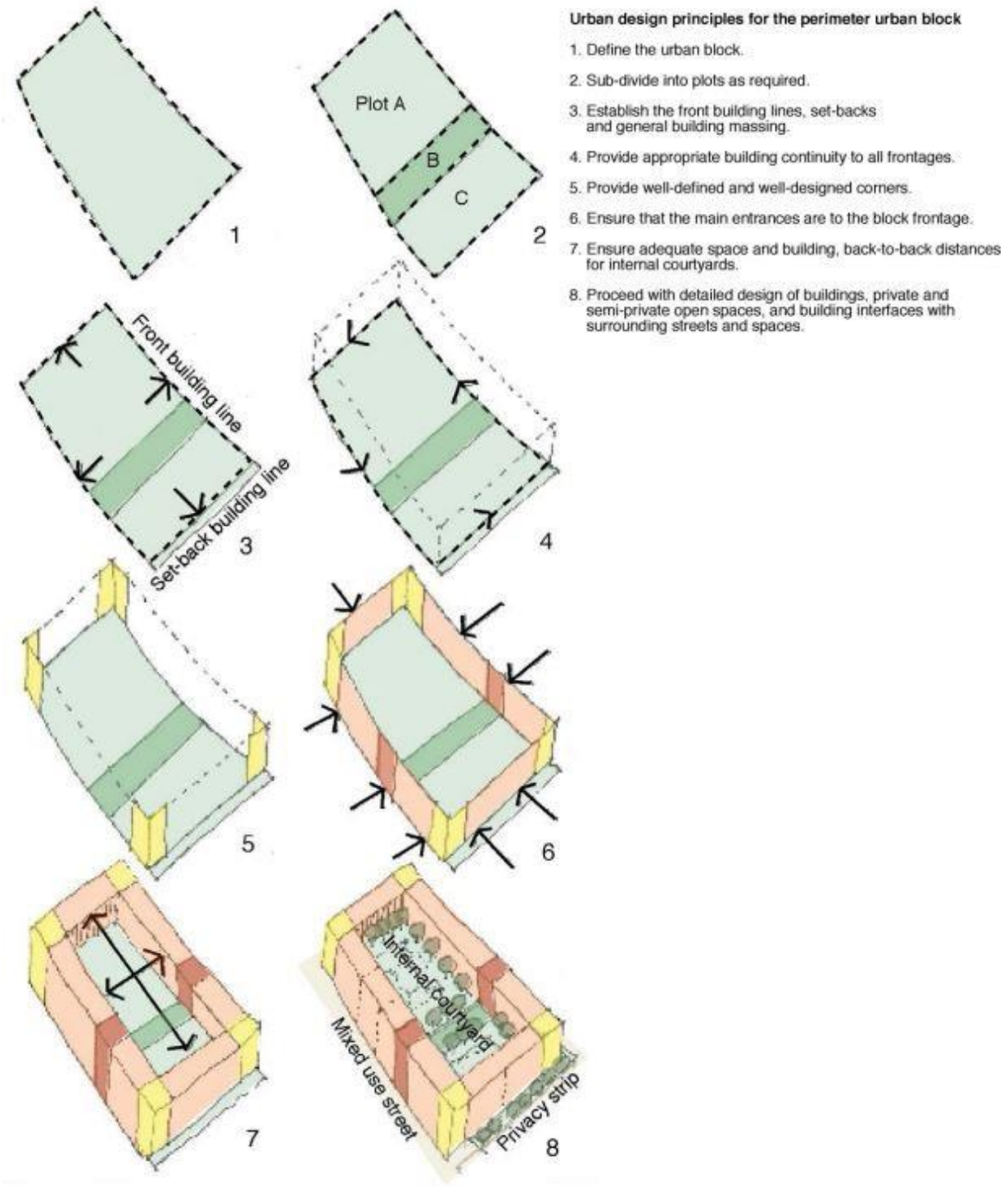


Figure 22. Urban design principles for mixed grain urban blocks

3.2.2 Urban block amalgamation

Amalgamation of parcels and urban blocks is allowed under specific contexts in the Town Centre. In the Town Centre Core (TCC) it is restricted to TCC1B and TCC3 and only as part of an option for the delivery of larger format convenience retail (described in more detail under s.3.3.4).

Within the Town Centre Environs (TCE), the amalgamation of urban parcels and their associated urban blocks is permitted on a limited and controlled basis to support strategic adaptability and delivery, while safeguarding urban structure and permeability.

Amalgamation is restricted to no more than two adjoining parcels or urban blocks, reflecting the role of the Environs as a strategic employment area with a generally coarser grain than the Town Centre Core. Relaxation of this limitation will only be considered where it is clearly demonstrated that a significant use within the permitted Strategic Employment Uses (SEU) category cannot be reasonably accommodated within a single block or a two-block amalgamation. In such cases, proposals must robustly demonstrate that the larger footprint is functionally necessary and that the resulting block configuration delivers a high-quality urban design response.

Any proposal involving amalgamation must satisfactorily address the following:

- maintenance of a coherent movement structure within and between superblocks (notably between the TCE and the TCC), including pedestrian and cycle permeability;
- protection and reinforcement of the intended urban and landscape structure, including street hierarchy, block definition and enclosure;
- delivery of any required amenity, civic, community or cultural use in the superblock;
- retention of active frontages and opportunities for horizontal and vertical use mix where desired; and
- avoidance of excessive block sizes that would undermine adaptability, legibility or future subdivision potential.

Amalgamation shall not compromise the larger urban structure or prejudice the long-term capacity of the Town Centre Environs to evolve incrementally through phased development and re-subdivision.

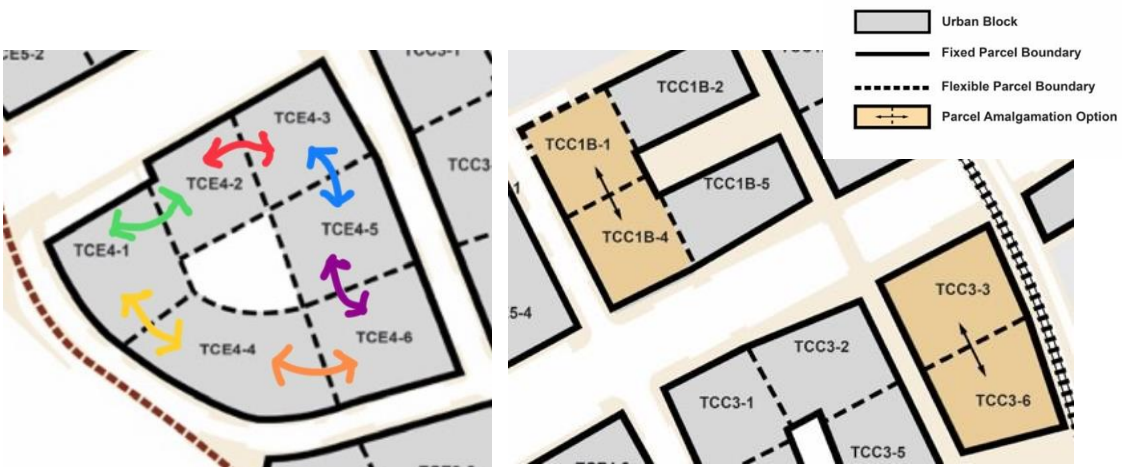


Figure 23. Potential parcel/block amalgamations (TCE (lhs.) and TCC (rhs.)

3.2.3 Continuity of frontage

While the massing of development will follow the perimeters of the urban blocks, allowances can be made to make breaks in the street massing (or streetwall) to allow access to amenity areas, improved daylight and sunlight to internal courtyards and surrounding streets and spaces. The possibility and extent of this is related to the importance of the frontage within the urban structure of the Town centre.

Continuity of frontage/streetwall is controlled by frontage. Thus, frontage of greatest importance and prominence (Civic) will be required to achieve 100%, continuity of the streetwall. Frontage of importance that is not civic in nature (Primary) will be required to achieve at least 90% streetwall continuity and other frontages in the Core (secondary) will be required to achieve at least 80% streetwall continuity.

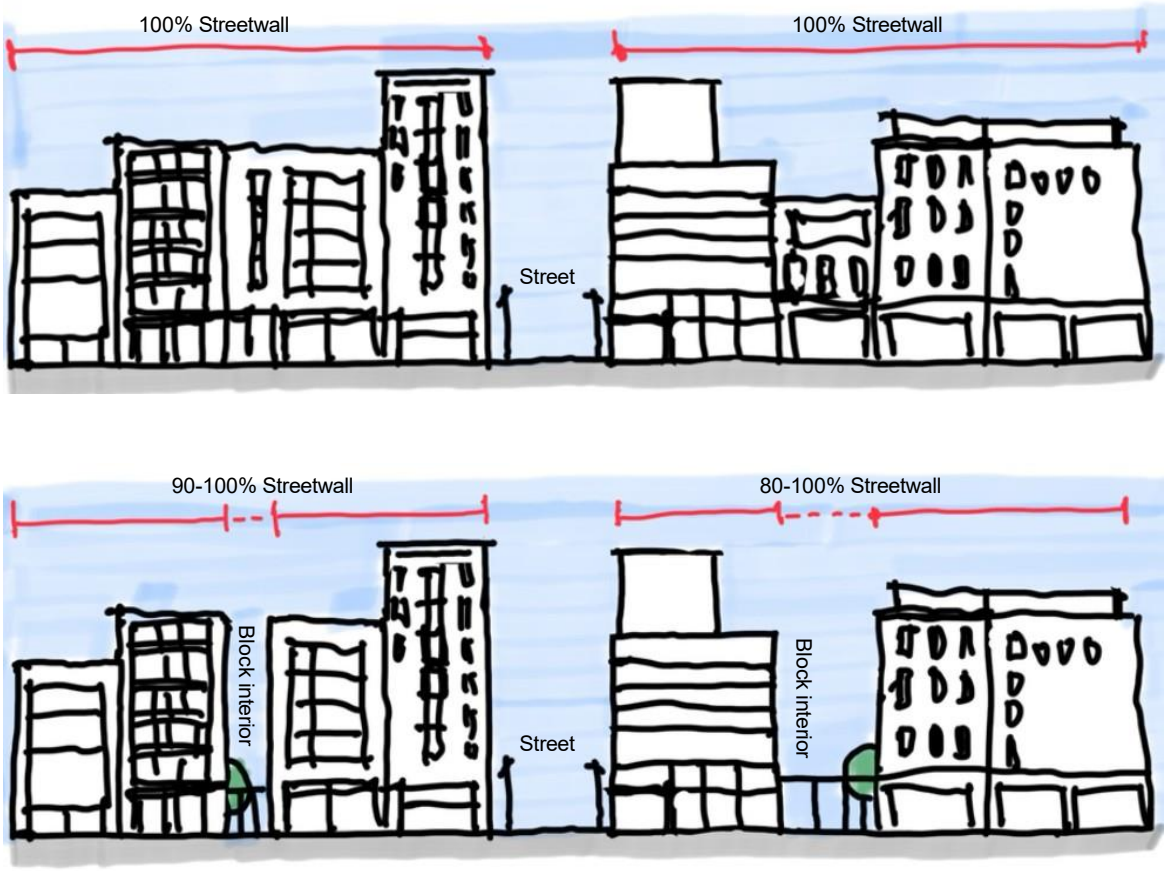


Figure 24. Continuity of streetwall categories

3.2.4 Adaptability – urban plot grain

Urban grain describes the degree of mixing of physical elements within an urban area. While the term is sometimes applied to urban block patterns or internal ground-floor subdivision, these approaches do not in themselves deliver long-term fine urban grain. A more meaningful and durable indicator of urban grain is the subdivision of urban blocks into plots (sometimes referred to as horizontal subdivision).

Plots are the smallest independently developable elements of an urban block and constitute the land or defined area on which individual buildings are developed and redeveloped over time. Fine urban plot grain is a critical mechanism for adaptability in the Town Centre and is particularly important in managing active frontages on sloping streets and spaces (see s.3.3.5).

A mixed and fine urban plot grain delivers a number of important urban design and delivery benefits. It supports a richer mix of uses, accommodates a wider range of development parcels and building types, attracts a broader range of developers and designers, and enables smaller and independent businesses to establish and evolve. Fine plot grain also increases architectural diversity, supports phased and incremental delivery of blocks, and results in spatially independent buildings with greater long-term flexibility for change and adaptation.

Subdivision of larger buildings at ground-floor level will also be required in many locations to support active frontage and use mix. However, ground-floor-only subdivision does not provide the level of independence, adaptability or long-term resilience associated with true fine urban plot grain, particularly for small businesses and evening and nighttime economy uses (see s.3.3.2).

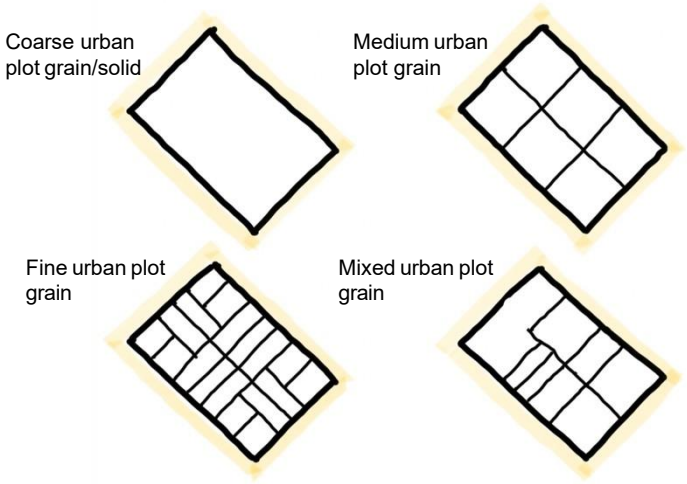


Figure 25. Urban plot grain

Fine urban plot grain on key sloping and civic frontages (Town Centre Core)
Notwithstanding the general flexibility provided elsewhere in this document, fine urban plot grain shall be a mandatory requirement for every urban block that includes frontage to the following streets and spaces within the Town Centre Core (TCC):

- Cherrywood Main Street, including all returns into secondary side streets and all frontages to Cherrywood Square and Civic Square; and
- the ramp approach to the Cherrywood Main Street pedestrian and cycle bridge and the terraced connection to Grand Parade, on both sides of Wyattville Link Road.

Each urban block that fronts any of the above streets or spaces shall be developed to include a minimum of three, distinct and independently legible buildings along the relevant frontage(s). These buildings shall be accommodated on separate urban plots and shall be designed as spatially independent elements, capable of phased delivery and future adaptation.

The minimum three-building requirement applies within each individual urban block, irrespective of block size, frontage length or overall development phasing. The presence of additional frontage to secondary streets or spaces does not offset or dilute this requirement.

This requirement reflects the sloping topography, frequent changes in street and ground levels, civic importance and intensity of use associated with these locations. In these contexts, fine urban plot grain is essential to manage threshold conditions, maintain continuous active frontages, support horizontal and vertical use mix, reinforce legibility and architectural rhythm in key public spaces, and secure long-term adaptability through independently developable and reconfigurable buildings.

Ground floor-only subdivision, without corresponding subdivision of plots and upper floors, shall not be considered an acceptable substitute for this requirement.

Figure 26. Urban plot grain on Cherrywood Main Street

3.2.5 Urban grain for UrbComm

A mixed urban plot grain provides a means of delivering UrbComm in the Town Centre. Given the small to medium scale of use envisaged and the small to medium scale of building to accommodate the use, it is likely that UrbComm will not constitute the main use across a single urban block. While vertical use mix can account for some element of delivery, the preferred strategy is to subdivide blocks to create independent urban plots for the delivery UrbComm. The use of plots allows for phased delivery of the urban block, allowing for the delivery of urban plots on different timelines. Undeveloped plots could be occupied for 'meantime' uses or temporary urban space.

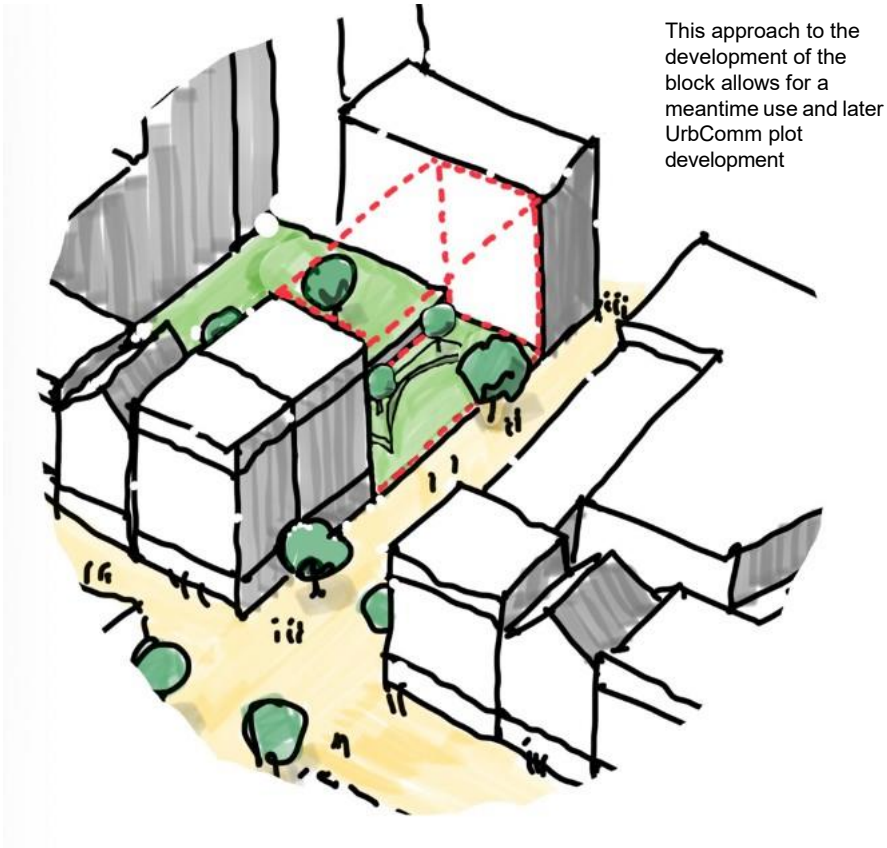


Figure 27. Urban grain for UrbComm (above: incremental development; below: examples of recent horizontal and vertical use mix in Limerick City Centre)

3.3 Quality building

Many matters relating to building design are already set out in the CPS, and other standards and controls in the County Development Plan also have general application and will guide the development management process, when individual proposals for development are advanced for approval. Additionally, planning schemes are required to align (in different ways) with national planning guidelines, many of which have implications for buildings and development. These guidelines focus on place-based building quality, elaborating where necessary on existing guidelines and controls, or applying these more closely to the context of the Town Centre.

3.3.1 Adaptable range of building typologies

A range of typologies will be needed to accommodate different land uses and to ensure a diversity and variety in the built fabric of the area. Buildings should be designed to reflect their function. Mixed-use buildings should be designed to accommodate future changes of use. This will require a 'loose-fit, long-life' approach, where additional internal or external space or dimensions may be provided. The mixed urban grain approach of varying plot sizes in individual blocks will facilitate a variety of building typologies. Smaller mixed-use building typologies will require appropriate and bespoke design consideration and solutions. The CPS allows for increased floor to floor dimensions at ground floor level to accommodate flexibility and adaptable layout, which can accommodate many uses, including live-work.

3.3.2 Variety in streetscape and architectural diversity

While the approach to date has been consistency of architectural design in the Town Centre, the greater diversity and intensity of use proposed in this review must be expressed in greater diversity of architecture and architectural style in the Town Centre.

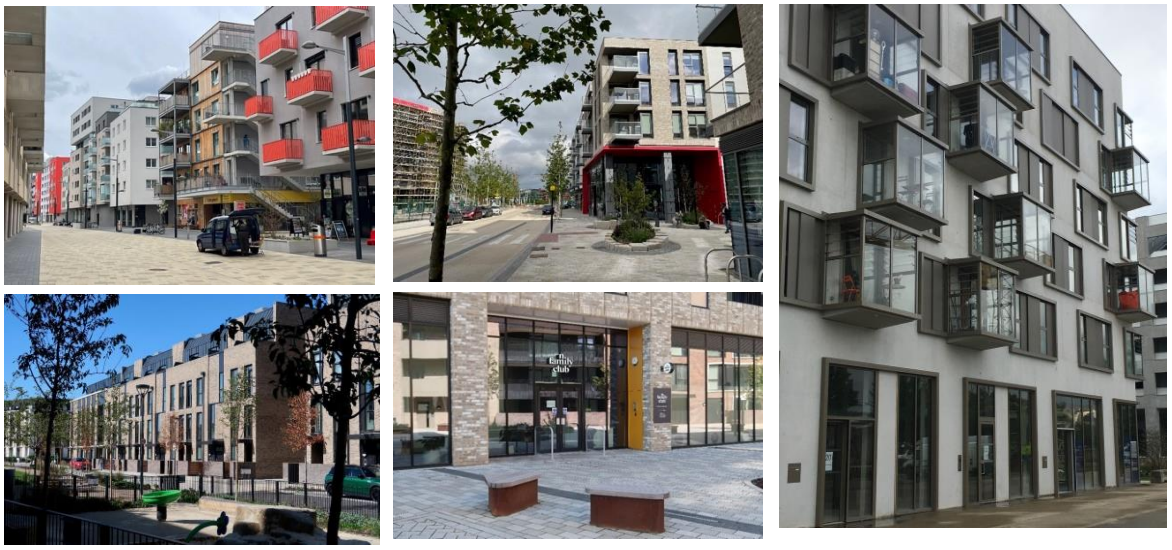
This is important as the Town Centre is not a single, large development but a place with a collection of many different urban contexts (e.g. new and proposed urban spaces, arterial, link and local streets etc.). The overall approach and the architecture should respond to this context and the basic need for a mix in the scale of uses and the urban grain to support this.

The smaller plot buildings will be required to be spatially-independent of adjoining buildings, with separate entrances and private courtyard/storage spaces. Individual architectural design approaches by different design practices/design teams will be required for different buildings in individual blocks. Variety and innovation of design, construction, materials and colours will be promoted to enhance architectural diversity.

The overall maximum building height will be in accordance with the building height concept. Where coarser urban grain and larger buildings are proposed, a careful approach to the design of facades will be required. Individual buildings on the medium and large plots within blocks should express distinctive building design. Designers will be required to clearly express the ground floor, the main façade, a strong and distinctive parapet and roof form.

A vertical emphasis to the facades should be achieved to ensure some degree of visual 'rhythm' in the mixed-use streetscape. This can be done by façade design and the use of different materials and colours. Building entrances should be designed as a key element of the façade and may also be expressed vertically in the façade.

Balconies may be incorporated in multi-storey, residential development to improve the expression of the facade and the interface with streets and spaces.
The treatment of ground floor corners must be carefully considered in terms of design and interface. Corners provide an opportunity for architectural expression, with the inclusion of features, such as raised parapets and additional building height. Distinctive corner buildings can also aid legibility, signifying a significant route or gateway.



Variety in streetscape.

3.3.3 Single and Dual-Aspect Residential Layouts within Perimeter Blocks

The perimeter block is the preferred and most robust urban block typology for the Town Centre, providing clear street definition, adaptable building form and the capacity to deliver high-quality internal courtyard spaces. However, in certain urban blocks (including partially developed blocks or 'half-blocks') and at higher urban densities and building heights, reliance on single-aspect, double-loaded corridor arrangements on all frontages may result in excessive building depths, sub-optimal courtyard proportions, reduced daylight and sunlight penetration, inadequate back-to-back distances and poor overall environmental performance.

In all circumstances, apartment layouts must respond to the specific urban design context, urban block geometry, orientation, scale and environmental conditions of the site. In accordance with the *Planning Design Standards for Apartments: Guidelines for Planning Authorities* (Department of Housing, Local Government and Heritage, 2025), a minimum of 25% of units within a development shall be dual aspect, with an emphasis on ensuring that larger units are dual aspect where feasible. This requirement represents a statutory minimum and shall not be applied as a uniform or dominant design consideration across all blocks. Notably, apartment layout and design must be informed by the combined requirements of both Section 3 (Apartment Design Standards) and Section 4 (Communal Facilities) of the Guidelines, recognising that unit design, communal facilities and shared amenity must be planned and delivered as an integrated whole.

Within the Town Centre, a higher proportion of dual-aspect apartments may be necessary to achieve acceptable block performance, particularly where required to deliver shallower building footprints, effective cross-ventilation, improved daylight and sunlight performance, and well-proportioned internal courtyards. This is especially relevant on east-west orientated frontages, where dual-aspect layouts can optimise solar access while maintaining strong perimeter block definition.

For the purposes of these guidelines, side-aspect (adjoining or corner facades) may only be considered an acceptable alternative to true, dual or 'through'-aspect provision where it can be clearly demonstrated to deliver the same or equivalent material environmental performance and residential amenity benefits. This includes daylight and sunlight access, outlook quality and ventilation potential. The acceptability of side-aspect arrangements shall therefore depend on the orientation, length and design of the adjoining façades, and is unlikely to be satisfied by narrow, residual or incidental side elevations. In particular, units with adjoining façades that both include a northerly component to their orientation may not be considered equivalent to true dual-aspect apartments for the purposes of residential amenity or environmental performance.

Dual-aspect provision should therefore be achieved primarily through block depth management and genuine front-to-back or front-to-courtyard aspect, rather than through fragmentation of the perimeter block or erosion of frontage continuity. While variation in building height (generally 3–6 storeys on local streets and 3–8 storeys on primary streets) allows for articulation and permeability at upper levels, this shall not justify loss of perimeter continuity or street enclosure at lower levels.

Where single-aspect apartments are proposed within the Town Centre, their orientation and layout must be carefully optimised in line with national apartment standards and the specific urban context. South-facing single-aspect units should be maximised, with east or west-facing units generally acceptable. North-facing, single-aspect apartments will only be considered in limited and exceptional circumstances, in line with *Planning Design Standards*

for Apartments – Guidelines for Planning Authorities, where they directly overlook a significant civic or communal amenity and where acceptable daylight, outlook and environmental quality can be clearly demonstrated, with particular care required in the design of lower-floor units.

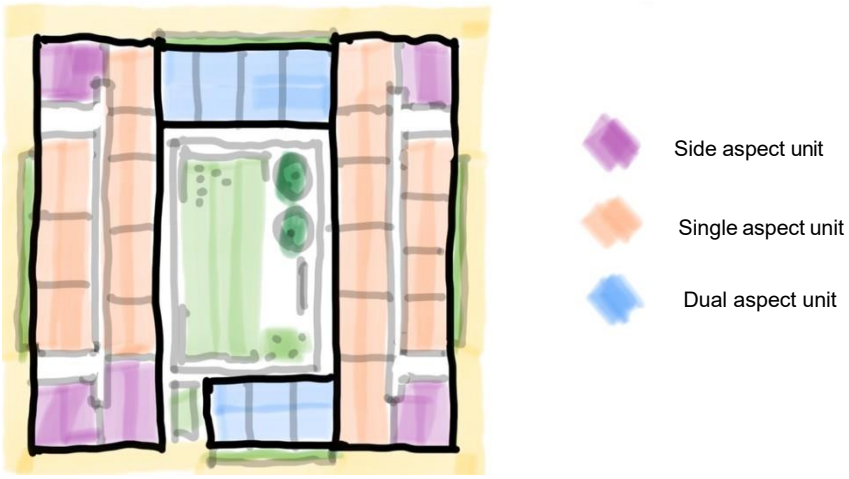


Figure 28. Indicative layout showing single, dual and side aspect

3.3.4 Urban design for retail

Larger format retail

Larger format comparison and convenience retail will be an important part of the retail provision in the Town Centre. It is always a challenge to accommodate larger floorplates within a compact and diverse urban centres. However, careful location, configuration and design can deliver on floorspace needs while retaining the essence of the Town Centre by:

- Taking advantage of level changes across superblocks, urban blocks and frontages.
- Combining ground and first floor retail space.
- Combining lower ground basement/sub-podium space and ground floor retail space.
- Minimising 'dead' side or service frontage to all streets and spaces, by wrapping larger format retail with smaller unit, independently-accessed (own door) retail or active uses.

As a broad rule of thumb, medium to large retail units of up to 800sqm gross floor area can be accommodated in a single level or combined levels within the urban blocks in the Town Centre Core, subject to any necessary wrapping of the volume with smaller unit frontage. For units of between 800 and 2,500sqm gross floor area, wrapping may still be possible while also maintaining active street and space frontages in the urban block structure, but designers are still required to explore combined level options as a preferred strategy.
For larger scale retail units more than 2,500sqm gross floor area, the option to combine lower ground floor and basement/sub-podium space, while retaining the essential urban block structure must be considered in the first instance. Where this is not possible based on clear urban design grounds, a single amalgamation of two specified blocks will be considered in both TCC1 and TCC3. The selected blocks (parcels) for amalgamation are:

- TCC1B 1 and 4; and
- TCC3 3 and 6.

The amalgamation of blocks must ensure that all frontages remain active, and that horizontal and vertical mixed use and appropriate built form and urban grain is achieved.
Where additional larger scale and format units cannot be achieved within the parameters of the code and these guidelines, a sequential approach to location and delivery of larger format retail delivery across the Town Centre may need to be explored by the Planning Authority.

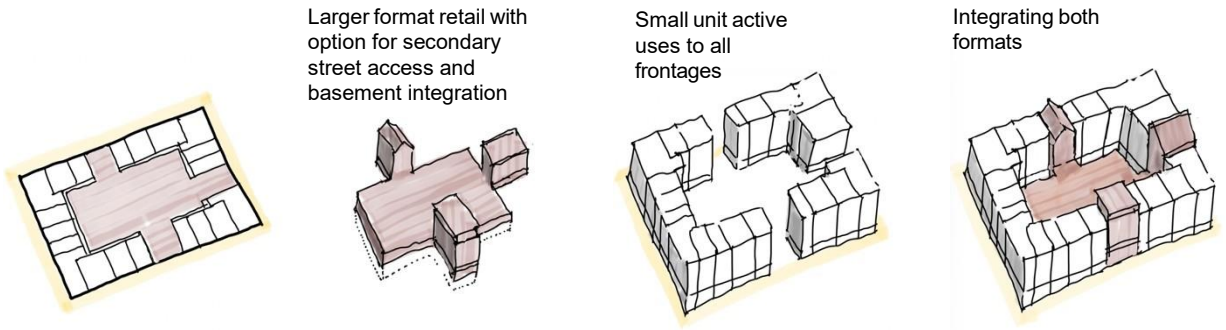


Figure 29. Managing large format retail

Urban design quality for retail

Retail space layouts and design should prioritise direct engagement with streets and squares, supporting continuity and enclosure that improve microclimatic conditions and deliver street-based retail rather than internalised mall typologies.

Shopfronts, entrances and spill-out spaces are to be designed as integral components of the public realm, contributing to animation, legibility and place identity. Shopfront design, signage, lighting and canopies must form part of a coordinated architectural approach, avoiding visual clutter, adapting corporate branding to the local context, and employing high-quality materials and detailing to enhance the overall character and attractiveness of the town centre as a shopping destination.

3.3.5 Building and street/space interface

The interface of the building and space is critical to the success of streets and spaces in the Town Centre. The purpose of the street or space and the nature of the frontage land use will determine the approach to the design of the interface.

In all instances, interfaces should be carefully designed and attractive and provide appropriate levels of interaction and safety. For primary retail and services and mixed-use frontage to streets and spaces there should be no building set back from the back of the street or space.

On the primary retail and services frontages, interface design should include frequent entrances to ground floor uses and upper floor uses, generous windows and display areas, varied and richly detailed and designed shopfronts, generous floor-to-floor heights (in line with CPS) and design for potential for uses to spill out onto the street or space.

For new, ground floor residential frontage to streets and spaces, there may be building set-back or a small privacy strip (not greater than 1.0m deep) depending on context.

Consideration should be given to non-residential use (e.g. community) in residential developments, in which case a set-back would not be provided. Public-facing rooms such as kitchens, living and dining rooms should be positioned to the main frontages, with direct access to ground floor units from the street or space, and carefully designed shared access to upper floors. Balconies at upper floors will assist with street and space interface and passive supervision.

3.3.6 Sloping street and spaces and ground floor interface

Topographical and level differences and changes in the Town Centre will need to be carefully managed to optimise gradients throughout the Town Centre. Critical levels have been established at completed link and arterial streets. In addition, Luas and the attached podiums at TCC1A, TCC2 and TT4 are in place and represent important fixed, urban design levels.

The UFDF provided an approach to managing changing levels in the Town Centre Core. This approach is generally adopted and customised to the proposed revisions.
In relation to streets and spaces levels and gradients key considerations are to:

- Tie in as closely as possible with existing Luas infrastructure, podiums and completed perimeter link streets.
- Apply the principles of Access for All throughout the Town Centre network of streets and spaces.
- Gently slope rather than step surfaces, avoiding grade breaks on streets and spaces, and use steps only in exceptional circumstances.
- Meet DMURS gradient standards, with a target gradient of no less than 1:20 (exceptionally and only for short distances 1:12).
- Achieve a level surface or imperceptible gradient at Cherrywood Square and Civic Square.
- Optimise the gradients along Cherrywood Main Street, and particularly the approaches to Cherrywood Main Street Bridge.

On sloping streets and spaces, particular attention will need to be given to closely matching ground floor levels to gradient changes. Ground floor building levels must change frequently to ensure entrances and thresholds are level with the finished street. On these streets, fine urban grain will be preferred as a strategy to match street gradients and entrances, while also contributing to building and land use variety. Cherrywood Main Street is one such case which includes slopes either side of the Cherrywood Main Street Bridge.

Excessive level differences between the ground floor of buildings and the street will not be permitted. Building designers will be required to work closely with the designers of the streets and spaces in this respect.

Below: Active frontages with thresholds closely matching street and slope.

3.3.7 Roofscape

Variety of roofscape (skyline/roofline/roof profile) will contribute to the architectural and visual diversity of the sector. The building height concept provides for variety in building height in each urban block and this should assist in securing a varied roofscape.
A variety of roof types will be expected to reflect building variety. Large expanses of roof should be avoided on medium and large buildings and should be broken by changes in form, ridge and/or pitch.

Natural roof finishes will normally be preferred. Alternative, durable materials will be considered where they are low carbon in nature and contribute to quality building design and durable construction.

3.3.8 Green building

Green building is a philosophy and a code for sustainable building. It relates to all types of building and its key components are:

- A low carbon approach.
- Energy management – including energy supply, energy efficiency (See NZEB) and energy use.
- Water management – including water conservation, rainwater harvesting and grey water recycling, and surface water management.
- Waste management – including fewer and more durable materials, end of life recovery and reuse of materials and building user's reuse and recycling.
- Health and well-being – including achieving good indoor air quality, natural light, noise levels.
- Landscape - including integration of biodiversity, roof gardens, green roof, planting etc.
- Resilience and adaptability – including resilience to flooding and climate change, flexible spaces for use changes; and
- A Renewable Energy Strategy.

3.3.9 Energy-efficient buildings

The CDP and the CPS includes important provision around energy-efficiency which have general application to Town Centre development. These controls will be applied at development management stage. As part of the Building Code all new buildings are required to meet Near Zero Energy Buildings (NZEB), which require a high building energy rating. Developers will also be required to consider the risk of overheating in dwellings. Other measures around energy, such as potential local energy networks and EV charging will need to be considered along with energy efficient building and block design.

3.3.10 Building materials and finishes

High quality and durable materials are essential in creating successful places. The UFDF (2014) established a consistent palette of materials and finishes. There is potential to widen the range of finishes and materials in the Town Centre subject to the following considerations:

- Preference of natural and 'tried and tested' building materials, including stone, reconstructed brick, render, timber, and steel and glass.
- Environmentally-friendly materials in terms of production and composition, energy performance, with a preference for low carbon materials.
- Encouragement of the use of suitable recycled material.

- Durability and weathering, to avoid long-term maintenance problems. This will be important when considering, for example, in avoiding the use of render in larger buildings.

3.3.11 Architectural competitions

Architectural diversity requires the input of many designers. It is essential that key buildings of civic and urban design importance are of highest architectural merit. It is also important that the variety needed for fine urban grain is achieved through the insertion of innovative high-quality buildings.

In the case of all civic buildings, it is recommended that a public design competition is held by the landowner or principal developer. A quality brief should be developed and the process monitored in agreement with the Planning Authority.
In the case of the fine grain buildings, the principal developer should retain a separate design practice, following a process agreed with the Development Agency.

3.4 Qualities of urban and open spaces

In achieving quality streets and spaces, key objectives will inform detailed space design:

- All spaces should be utilised. No space, no matter how small, should be left-over and all spaces should have a clear role and function.
- All spaces should be attractive and welcoming to residents, workers and visitors alike.
- All spaces should allow for vibrant and active edges, where active ground floor uses can spill-out into the space and where people can browse, linger and socialise.
- All public spaces should allow for the opportunity for civic and cultural events appropriate to their scale and include the necessary built-in services and infrastructure.
- All spaces should be designed to be safe and should be perceived to be safe. Uncluttered spaces with good sight-lines with adequate lighting that are well maintained will complement the essential passive supervision of streets and spaces by workers, visitors and residents. Vehicular traffic through the area will be strictly controlled within pedestrian priority areas.
- High quality design based on the essential local character or genius loci, and well-considered concepts and themes, including local culture and art.
- All spaces should be designed for comfort. In this regard, consideration should be given to micro-climate, orientation and existing and proposed, surrounding buildings. Informal and formal seating should be provided in all spaces, with shelter provided where appropriate.
- All spaces should be designed to be accessible to all in society, including those with disabilities children and older people.
- Gentle slope will be required instead of abrupt and stepped level changes.
- Opportunities for playful spaces should be considered in all urban spaces and on local streets.
- Structured landscape and planting elements should be carefully planned and integrated into space and street design. This should also include opportunities for biodiversity and sustainable urban water management.
- Landscape should not clutter or obstruct ease of movement in all urban spaces (see s.3.4.3)





3.4.1 Materials and finishes

The UFDF described a range and palette of materials for the public realm and provided an overall landscape plan. A portion of the landscape plan has been implemented as part of the completed Town Centre development. It is proposed to continue this approach to materials and finishes across the Town Centre. All materials should be appropriately specified to ensure that they are durable and easily maintained and replaced, if necessary.

It is recommended however, that within this overall plan and palette, that a bespoke design approach is pursued for the urban spaces of exceptional importance which are:

- Cherrywood Square; and
- Civic Square.

3.4.2 Street furniture

Street furniture in the area should be provided for the comfort and safety of users. Streets and spaces should not be cluttered unnecessarily by furniture. A coherent, carefully selected and narrow range of furniture should be chosen for the area, which is compatible with the better examples of street furniture in the Town Centre. Essential street furniture includes:

- Lighting
- Formal seating (seats and benches) and informal seating (e.g. low platforms, planters etc.),
- Bins
- Public toilets
- Information kiosks/carousels/displays.
- Bicycle parking

A coherent approach to services, such as basement/sub-podium vents, must be considered and integrated into urban street and space design.

3.4.3 Planting

Planting will be play an important role in defining the character of the Town Centre, contributing to its beauty, comfort and health. Tree planting will play an important role in providing visual structure and enclosure on the arterial and primary link routes, in particular.

Planting will generally be regular and formal in the local streets of the Town Centre Core to reflect the general symmetry of these spaces and their urban dominant character. Planting will take the form of carefully aligned and positioned low-level planting (e.g. borders, margins and planters) and regular tree planting/tree lines.

Upstanding or elevated tree pits (in containers or other structures) will not be permitted in the streets and spaces of the Town Centre Core so that flexibility of use and access of these streets and spaces is retained. Trees will be provided in recessed tree pits designed planted directly into the earth or as part of an appropriately designed and engineered recessed structure within the podium or basement slab (most likely above basement car parking or servicing areas).

Landscape will be augmented on existing primary and arterial link streets such as Cherrywood Avenue and Wyattville Link Road, to provide a strong landscape character in the style of a boulevard. This landscape approach will link with the larger GI and landscape structure. Strong lines of trees will be provided on Grand Parade to accentuate the curve and will be punctuated by the squares and local street connections.

Block courtyards should combine low-level planting, trees and other features in a more informal manner to reflect the needs of the residents, occupants and users. Again, upstanding tree pits should not dominate these spaces or limit the flexible use of these spaces.

Throughout the Town Centre species selection should, for the most part, be native, within a larger species and planting concept. Adequate growing conditions must be provided, and consideration must be given for the protection of underground or overground structures and/or services.

3.4.4 Public art

An approach for public art in the area should be devised as part of the implementation the planning scheme. Ideally, local artists should be involved in the design of the remaining streets and spaces in the area. Just as important will be an artistic input into the design of the floorplane and the boundaries of the streets and spaces. Public art should be included in the brief for the competitions for the main urban spaces.

3.5 Urban design for the environmental

The quality, comfort and safety of the local environment is fundamental to the success, attractiveness and long-term sustainability of the Town Centre. Urban design must ensure that the form, layout and detailed design of development delivers a high standard of environmental performance across all streets, civic and urban spaces, buildings and amenity areas, to reflect their role, intensity and level of use.
Environmental quality must be considered holistically, encompassing the elements of daylight and sunlight, microclimate, pedestrian comfort, noise, air quality and safety. These factors are interrelated and are strongly influenced by urban structure, urban block configuration, building height and massing, frontage continuity, landscape design and movement. The overarching urban design objective is to create a Town Centre environment that is comfortable, safe, legible and attractive for all users throughout the year, while supporting compact, mixed-use development and active urban life.

3.5.1 Daylight and sunlight – performance objectives for amenity and urban spaces and development

Given the nature, scale and intensity of proposed development, achieving quality daylight and sunlight to all spaces and developments is critical to the success and sustainability of the Town Centre.
Quality daylight and sunlight will be expected to be delivered across the Town Centre through good urban, building and space design for:

- All streets and urban and civic spaces;
- Amenity spaces and courtyards; and
- Residential and other buildings.

The massing and design of development within the flexible, urban perimeter block typology should deliver adequate levels of daylight and sunlight to private amenity spaces, communal courtyards, streets and public urban spaces, ensuring that these spaces are attractive, usable and climatically comfortable throughout the year. The urban design objective is to achieve good solar access and daylight penetration as a function of block proportions, building height, continuity and orientation, while accommodating compact urban form and higher densities in appropriate locations.

In assessing performance, massing and design of development should:

- provide direct sunlight to principal communal and public spaces, particularly during spring and summer months;
- avoid excessive overshadowing of streets and urban spaces that would undermine activity, comfort or legibility;
- ensure that internal courtyards and shared amenity spaces achieve reasonable levels of daylight and sunlight relative to their size, enclosure and intended use;
- optimise the relationship between building height and street or space width to support daylight penetration; and
- mitigate cumulative overshadowing effects arising from continuous perimeter development, including through limited height reduction or controlled breaks in street wall continuity where necessary.

Flexibility around building height and streetwall parameters in the code places the onus on the designers of proposals to fully engage with relevant guidelines at the earliest proposal design stages.

For daylight and sunlight, a quantitative performance approach to daylight provision outlined in guides like A New European Standard for Daylighting in Buildings IS EN17037:2018, UK National Annex BS EN17037:2019 and the associated BRE Guide 209 2022 Edition (June

2022), or any relevant future standards or guidance specific to the Irish context should be used.

In terms of access to daylight and sunlight for residential and buildings, assessment should test all units on all floors for both daylight and sunlight and communal amenity spaces should be assessed for sunlight on the ground. Assessment of other non-residential buildings (such as civic and community buildings, and commercial buildings in a mixed use context) may also be required. The flexibility afforded in the code should enable the proposal design teams to achieve these requirements while optimising the development outcomes. Assessments should also inform block configuration, massing and frontage continuity at an early design stage and demonstrate that amenity and urban spaces achieve an acceptable level of environmental quality consistent with their role and function.
The civic and urban spaces of the Town Centre have been configured carefully and optimised to ensure quality, functionality and efficient use of space can be achieved. This is contingent on achieving very high quality sunlight to the ground for these spaces where it is expected that the quality of sunlight well exceeds the minimum requirement of 50% on the 21st March and demonstrably shows that most areas will receive some sunlight.
In advancing proposals, proposers will be required to carry out the appropriate studies and assessments at the earliest stages of the proposal design process (including BRE results and shadow plots for the equinoxes and solstices). The proposers should demonstrate to the Development Agency how the studies inform (or have informed) the overall approach to massing and building scale to achieve quality of sunlight to all spaces prior to the detailed proposal design.

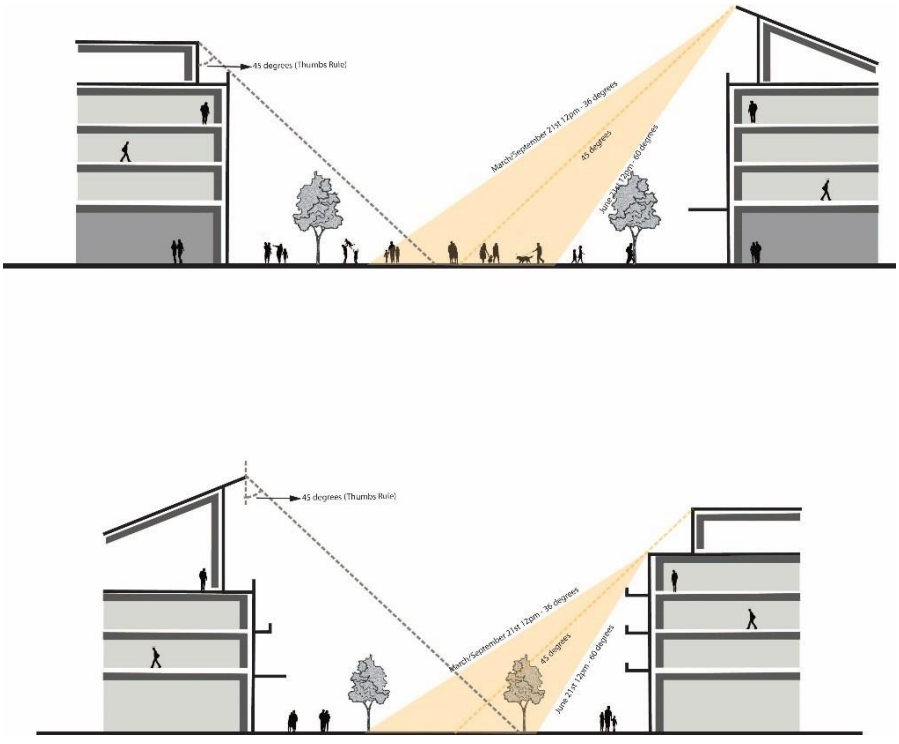


Figure 30. Indicative daylight and sunlight impacts on streets and spaces (solstice and equinox)

3.5.2 Microclimate, comfort and shelter

Urban form and public realm design must actively manage microclimatic conditions to ensure that streets, squares, amenity spaces and building entrances achieve acceptable levels of pedestrian comfort and usability throughout the year. The configuration of blocks, buildings and spaces should mitigate adverse wind effects while maintaining the enclosure, legibility and intensity appropriate to a Town Centre environment.

Wind microclimate assessment identifies that variations in building height, block spacing and orientation have the potential to give rise to localised downwash, downdraft and funnelling effects, particularly under prevailing wind conditions in Cherrywood. These effects are most likely to occur where tall buildings are introduced adjacent to lower forms, where broad building faces are exposed to prevailing winds, and where gaps or alignments between buildings accelerate wind at pedestrian level. Conversely, the perimeter block structure, terraced roof forms and generally consistent street enclosure across much of the Town Centre provide a strong basis for managing wind conditions where carefully detailed and implemented.

Urban design responses to microclimate should include:

- maintaining continuity of street walls and building frontages to provide enclosure and shelter along primary pedestrian routes and civic spaces;
- managing transitions in building height and massing, including podiums, set-backs, ramps and terraced profiles, to reduce downwash and downdraft effects at pedestrian level;
- avoiding excessive or poorly located gaps between buildings that could result in wind funnelling, while ensuring adequate permeability and daylight;
- orientating flexible local streets, blocks and courtyards to balance solar access, shelter and ventilation;
- integrating trees, planting, and other architectural or landscape elements as functional measures to moderate wind conditions; and
- locating seating, play areas and spill-out spaces in climatically favourable and sheltered locations.

Microclimatic performance must be considered at the earliest stages of future detailed proposal design and should inform decisions on block layout and massing, building height, frontage continuity and public realm design. Proposals will be required to demonstrate, through appropriate wind microclimate assessment and, where necessary, CFD modelling, that pedestrian comfort criteria appropriate to the intended level of activity are achieved across streets, squares, amenity spaces and building entrances, and that effective mitigation is incorporated as an integral part of the design.

3.5.3 Noise, air quality and environmental amenity

Layout, building massing and design must minimise exposure to noise, air pollution and fumes, particularly in areas intended for prolonged occupation or passive use, including residential units, amenity spaces, civic spaces and key pedestrian routes. Environmental amenity should be secured primarily through careful planning of fixed and flexible streets and spaces, urban block configuration and massing, rather than reliance on building-level mitigation alone.

Key urban design considerations include:

- using perimeter block structures, building depth and internal courtyards to shield amenity spaces from traffic noise and emissions;
- Including structured landscape buffers (such as single or double tree lines) on primary and arterial routes;
- locating residential, civic and other sensitive uses away from (or adequately above) primary sources of noise and air pollution, or buffering them through intervening uses or building form;
- placing servicing areas, loading bays, plant and refuse storage away from streets, squares and pedestrian routes and focal spaces;
- ensuring that entrances, windows and amenity spaces are not directly exposed to persistent noise or poor air quality; and
- designing streets within and surrounding the superblocks to prioritise walking, cycling and public transport, thereby reducing vehicle dominance and associated environmental impacts.

Internal courtyards and shared amenity spaces are expected to achieve demonstrably higher levels of environmental amenity than surrounding streets, consistent with their role as semi-private or communal spaces.

3.5.4 Safety, surveillance and perceived environmental quality

Environmental quality is closely linked to safety, both actual and perceived. Urban design must promote passive surveillance, clarity of movement and a strong sense of occupation and care across all streets and spaces, recognising that environments that feel unsafe or uncomfortable will be underused regardless of meeting other urban design standards.

This will be achieved through:

- active ground-floor frontages (in civic, primary and secondary street frontages), frequent entrances and overlooking of streets, squares and pedestrian routes;
- avoidance of blank façades, staggered building lines, deep façade recesses, concealed corners and poorly overlooked spaces;
- clear pedestrian and cyclist sightlines and legibility throughout the Town Centre;
- coordinated lighting design that supports safety and comfort without glare, clutter or over-illumination; and
- high-quality materials, consistent detailing and robust public realm design that reinforce civic identity and long-term durability.

A well-designed, legible and animated public realm is fundamental to reinforcing comfort, safety and confidence in the Town Centre environment.

3.5.5 Strategic integration of low-carbon heat infrastructure

District heating (also referred to as a heat network) is a centralised system that delivers low-carbon heat to multiple buildings via a network of insulated pipework from a shared energy centre, enabling high efficiency and reduced lifecycle emissions compared to individual building systems. Evidence from the development of the Tallaght District Heating Scheme (South Dublin County Council), Ireland's first large-scale heat network utilising commercially available waste heat and high-efficiency plant to serve civic, institutional and residential buildings, demonstrates the potential for such networks to contribute to local decarbonisation objectives and long-term operational cost savings. Similarly, strategic planning in the Clonburris SDZ Planning Scheme (South Dublin County Council, 2019) context considered a range of options including site-wide and partial district energy/heat network schemes and low-carbon technologies such as combined heat and power (CHP), heat pumps and distributed renewables as part of an integrated, master-planned energy solution.

Within the Town Centre Core and Environs, a systematic feasibility assessment of heat demand density, potential waste heat sources and network topology is required to determine the prospects for a future district heating system. Early strategic actions should include spatial planning and service design to future-proof developments by safeguarding plant space, energy corridors (in all streets and spaces) and building connections for eventual network integration without imposing immediate connection obligations on developers. A conceptual primary heating loop could be accommodated within the higher order link routes and servicing corridors surrounding the Town Centre Core (e.g. along Cherrywood Avenue, Tullyvale Avenue and Bishop Street, with consideration for Wyattville Link Road segmentation), enabling phased extensions to meet emerging heat loads. The approach aligns with district energy planning principles applied elsewhere, notably Strategic Energy Demand Assessment (SEDA)-informed decision-making, that considers zoning for high demand clusters and identification of thermal anchor loads. It is also in line with emerging policy frameworks that recognise district heating as a key technology in decarbonising urban heat supply.

3.5.6 Integrated environmental performance

A wider and integrate view of environmental quality considerations rather than individual technical considerations informed the overall approach to the urban design and masterplanning. This approach must be carried forward to the detailed proposals stage. Proposals should demonstrate how urban block configuration, massing, frontage continuity, landscape design and land use distribution and location work together to deliver a comfortable, safe and high-quality local environment.

Assessment of environmental quality should be proportionate to the scale, intensity and nature of development and undertaken at an early design stage to inform key urban design decisions. Where specialist studies are required, these should be used to shape and refine proposals rather than to retrospectively justify or rationalise fixed design outcomes. The flexibility of the code places responsibility on proposers to demonstrate that high standards of environmental quality are achieved across all relevant spaces, consistent with their intended role and function.

3.6 Sustainable movement, access and mobility

3.6.1 Role of urban design

Urban design plays an important role in the multi-disciplinary approach to designing urban roads and streets. Streets and spaces must function as places first, with movement accommodated in a manner appropriate to their context, intensity and role. Consistent with DMURS, safe and comfortable behaviour should be encouraged through spatial form, enclosure, surface treatment, landscape design and frontage conditions, rather than reliance on signage or enforcement. From a movement, access and mobility perspective, the Town Centre Core (TCC) and the Town Centre Environs (TCE), require a differentiated urban design response to movement, access and speed.

3.6.2 Differentiated movement approach: Core and Environs

Town Centre Core (TCC)

The Town Centre Core is to function as a predominantly pedestrian and cycle environment. Vehicular access is to be highly restricted and carefully managed.

Urban design considerations include:

- pedestrian and cycle priority at all times;
- vehicular access limited to servicing, managed surface loading, emergency access, disability access and essential maintenance;
- streets and spaces designed as continuous surfaces or living streets;
- minimal or no kerb upstand, with differentiation achieved through materials, texture and subtle level change;
- very low vehicle access speeds achieved through enclosure, alignment and surface treatment;
- clear visual cues that signal pedestrian dominance and restricted vehicular movement; and
- segregated access to loading and servicing and resident and visitor car parking in the basements/sub-podiums from primary and arterial routes.

Town Centre Environs (TCE)

The Environs provide a transitional condition between the Core and surrounding areas, accommodating a greater degree of controlled vehicular access while maintaining pedestrian and cycle priority.

Urban design considerations include:

- pedestrian and cycle priority reinforced through frequent, direct crossings and street geometry;
- controlled vehicular access, including limited on-street parking, loading and servicing where appropriate;
- SuDS and NBS informed design of the carriageway kerb and margin;
- strong integration of landscape, tree planting and SuDS features as structuring elements of streets;
- carriageway widths and junction geometry designed to discourage speeding; and
- clear transitions in character between Environs streets and the Core.

3.6.3 Pedestrian and cycle priority

Across both the Core and Environs, streets must be designed to make walking and cycling the most comfortable, legible and attractive modes of movement.

Key urban design considerations include:

- continuous, generous pedestrian routes aligned with desire lines;
- shared or low-speed environments where cyclists and vehicles mix, with pedestrian priority clearly expressed;
- priority pedestrian and cycle crossings at secondary streets and junctions;
- strong enclosure and overlooking to support comfort and safety; and
- consistency of surface materials and detailing to reinforce legibility.

3.6.4 Connections between superblocks

Where superblocks are separated by higher-order streets, including Wyattville Link Road and Cherrywood Avenue, street and public realm design must ensure that these routes do not function as barriers to pedestrian and cycle movement within the Town Centre.

Key urban design considerations include:

- frequent, direct pedestrian and cycle crossings aligned with desire lines;
- compact junction geometry and minimised crossing distances;
- clear visual continuity of routes across link streets;
- integration of crossings with adjacent public spaces, frontages and active uses; and
- bridges, ramps and platforms designed as integral public realm elements rather than residual physical infrastructure.

Along Cherrywood Avenue, which frames the Core and connects with the Environs, a strong landscape structure should provide secondary enclosure, reduce perceived street width and reinforce its role as an urban street rather than a traffic corridor.

3.6.5 Universal access

All streets, spaces and routes within the Town Centre must be universally accessible.

Key urban design considerations include:

- step-free access across all primary pedestrian and cycle routes, crossings and public spaces;
- gradients, ramps and platforms designed as integral elements of streets and spaces;
- inclusive access to building entrances, public transport stops and civic spaces, particularly within the Core; and
- clear, legible wayfinding and tactile cues for diverse abilities as appropriate.

3.6.6 Servicing, loading and basement access

Servicing, loading, parking and waste management must be carefully integrated into the urban fabric to avoid conflict with pedestrian movement and public realm quality.

Key urban design considerations include:

- a more restrictive approach to vehicle access and servicing within the Core, including time-managed surface loading (from identified potential access points and routes), and segregated access to the basement/sub-podium;
- servicing and loading to smaller operations in the Core may be accommodated at surface level from an adjacent street by means of manual handling, including palletised deliveries and hand trolley transfer, subject to time management, safety and the protection of pedestrian priority.
- greater flexibility in the Environs, subject to pedestrian and cycle priority being maintained;
- consolidation and optimisation of basement and sub-podium access points;
- careful design of basement ramps and service entrances so as not to damage the quality of pedestrian and cycle realm;
- integration of access points into building frontage design to avoid inactive edges; and
- surface-level servicing for smaller units designed as part of the street environment.

3.6.7 Public transport interfaces and mobility hubs

Streets and spaces adjacent to public transport infrastructure must prioritise pedestrian safety, comfort and legibility.

Key urban design considerations include:

- clear, direct and safe pedestrian routes to and across the Luas alignment;
- crossings designed as integral components of the public realm;
- careful coordination of pedestrian, cycle, servicing and Luas movement near stops; and
- active frontages and overlooking along public transport corridors.

Mobility hubs will be required at or near both Luas stops to support sustainable movement choices. The nature, scale and components of these hubs will be determined and agreed with the Planning Authority at the proposals design stage, and should be integrated with surrounding streets, spaces and frontages as part of the wider public realm strategy.

3.6.8 Speed management

Urban design has a role to play in managing vehicular speeds.

Key urban design considerations include:

- a general maximum design speed of 30 km/h on all vehicular routes within the Town Centre, with the exception of Wyattville Link Road (potentially subject to a later, separate assessment and process);
- lower design speeds on secondary local streets, particularly those serving predominantly residential frontages;
- self-regulating street design using enclosure, alignment and surface treatment;
- avoidance of excessive sightlines, wide radii or highway-style detailing; and
- clear design cues that reinforce pedestrian priority and place function.

3.6.9 Public street signage and wayfinding

A coherent, restrained and legible public street signage and wayfinding strategy is required to support safe and intuitive movement for pedestrians, cyclists and public transport users. Signage must complement street design and urban form and should not compensate for poor spatial legibility, consistent with DMURS principles.

A coordinated Town Centre signage and wayfinding approach will be developed and agreed with the Local Authority as part of the public realm design proposals. Signage should follow a limited typology (statutory, wayfinding, orientation and selective interpretation), be minimised through design-led speed management and self-regulating streets, and be integrated with streets, crossings, landscape and public realm elements. Within the Core, signage should be minimal and pedestrian-scale. Within the Environs, it may be more evident where required, but must remain coordinated and visually restrained.

3.6.10 Design approach and assessment

Proposals must demonstrate that movement, access and mobility have been addressed from the earliest stages in the design process, with streets and spaces designed to prioritise pedestrians and cyclists and to function as high-quality urban places. Technical assessments, where required, must support and refine the urban design response rather than override it.

The flexibility provided by the Code places responsibility on designers to deliver safe, inclusive, legible and context-responsive outcomes consistent with DMURS and the Town Centre's role as a compact, people-focused urban centre.