

Urban Development Code

Cherrywood Town Centre



Urban design and masterplanning
December 2024



Contents

Part 1 Concepts and Masterplan

Part 2 Urban Design Code

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 (Section 4.2). 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:

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

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 the 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 Employment uses (Town Centre Environs);
- UrbComm (Town Centre Core);
- Leisure, Recreation and Tourism; and
- Civic and Community.

Figure 1: Town centre distinctive places

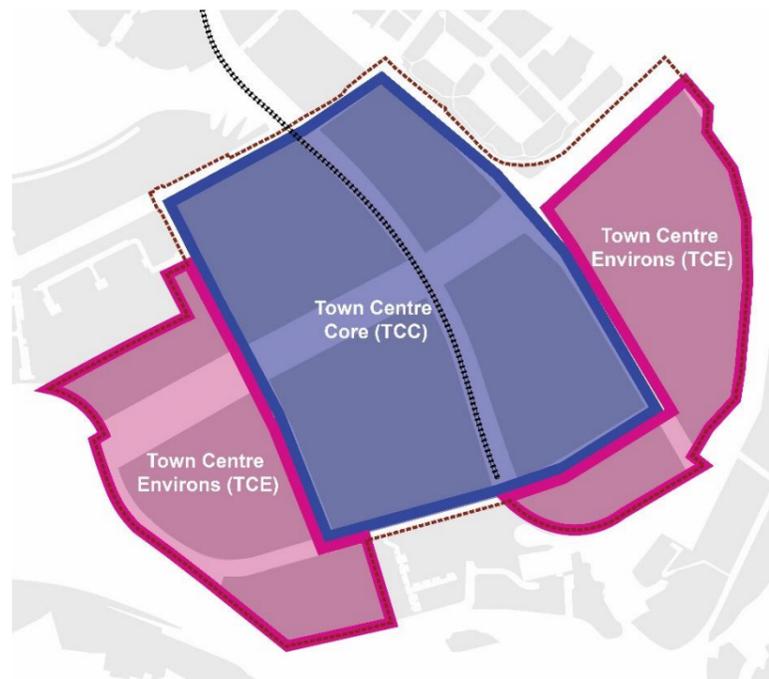


Figure 2. The overall function concept

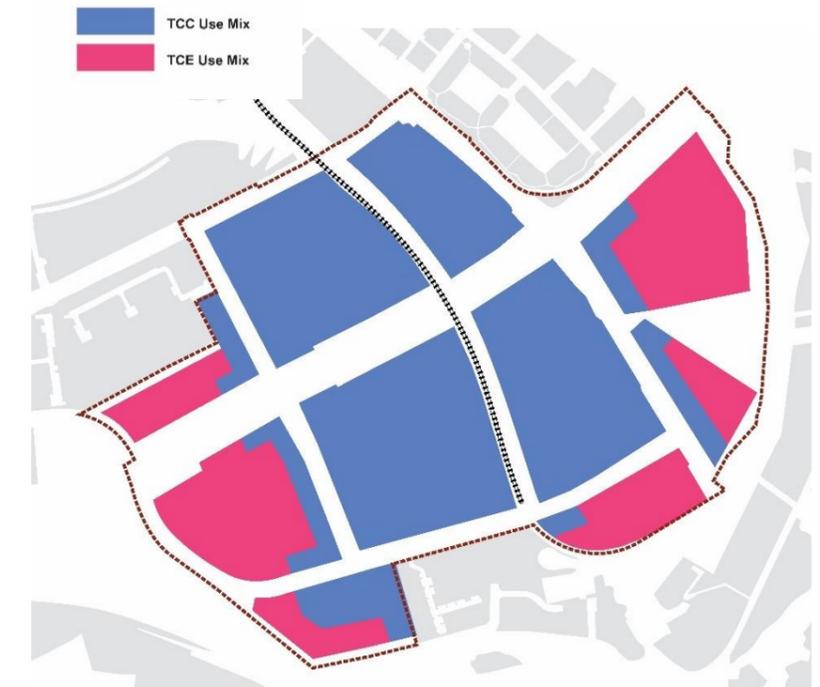


Figure 3. The overall function and urban block concept



Overall land use concept

Land use for the TCE is based on a revised HIE land use category – Strategic Employment Uses (SEU). 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 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 SEU 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 SEU designation.

Figure 4. Overall concept for land use in the Town Centre



Figure 5. Overall concept for land use below ground/basement



Indicative distribution of land uses across the Town Centre

On the basis of the overall concept for land uses an indicative distribution and configuration based on levels and frontages is shown here at ground level and upper floor levels. The Code provides further parameters based on this indicative concept for land use distribution and quantum by superblock. Alternative solutions and configurations for land use distribution can be explored subject to meeting the overall land use concept and the parameters of the Code.

Figure 6. Indicative ground floor function concept



Figure 7. Indicative upper floor function concept



1.1.2 Routes and movement

The route concept 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 and 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. It includes all modes of urban movement. It also includes general access, loading and servicing and car parking.

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 new permeable and filtered route structure for the Town Centre based on DMURS principles and guidance.
- A hierarchy of streets and spaces that is integrated with the existing route structure, notably surrounding link routes (including Wyattville Link Road, Beckett Road, Cherrywood Avenue, Grand Parade, Tully Vale and Bishop Street).
- A legible distorted grid pattern of connected streets and spaces, with strong continuity of frontage and enclosure.
- Active, accessible and safe link and local streets. Appropriate interface uses and design along Wyattville Link Road.
- A finer, permeable network of local streets within the Town Centre superblocks.
- Improved connections and junctions between all superblocks and surrounding areas across all link streets.
- Pedestrian and cycle priority in all Town Centre Core local streets and spaces. Access shared with cyclist on most local streets.
- Provision for controlled on-street loading and services to small businesses, emergency access, maintenance and waste management.
- Consideration of, and design for, of National, revised urban speed limits across the Town Centre (Road Traffic Act, 2024).
- Mobility hubs at or adjacent to the Luas stops (format and design to be integrated with proposals) and where demand is subsequently identified in the Town Centre.
- A new Main Street for the commercial and civic heart of the Town Centre (Cherrywood Square at TCC1 and Civic Square at TCC3), connected by a new pedestrian and cycle bridge (Main Street Bridge) across the Wyattville Link Road.

- A new pedestrian and cycle ramp and platform along both sides of Wyattville Link Road to provide access to all and to ensure integration of movement on the Grand Parade Bridge and the new Main Street Bridge.
- Dedicated cycle routes along main link routes. Cycle-friendly local streets and spaces;
- Safe walking routes throughout the Town Centre, with appropriate street and junction design and traffic management.
- Optimising accessibility and development around high quality public transport services (Luas and Bus) including accessibility hubs adjacent to both Luas stops.
- Carefully controlled vehicular circulation and access on link streets (active and passive measures).
- Car parking to serve functions of Town Centre to be provided largely in basements accessed from link roads, under larger podiums or in independent block basements.

Figure 8. Route concept

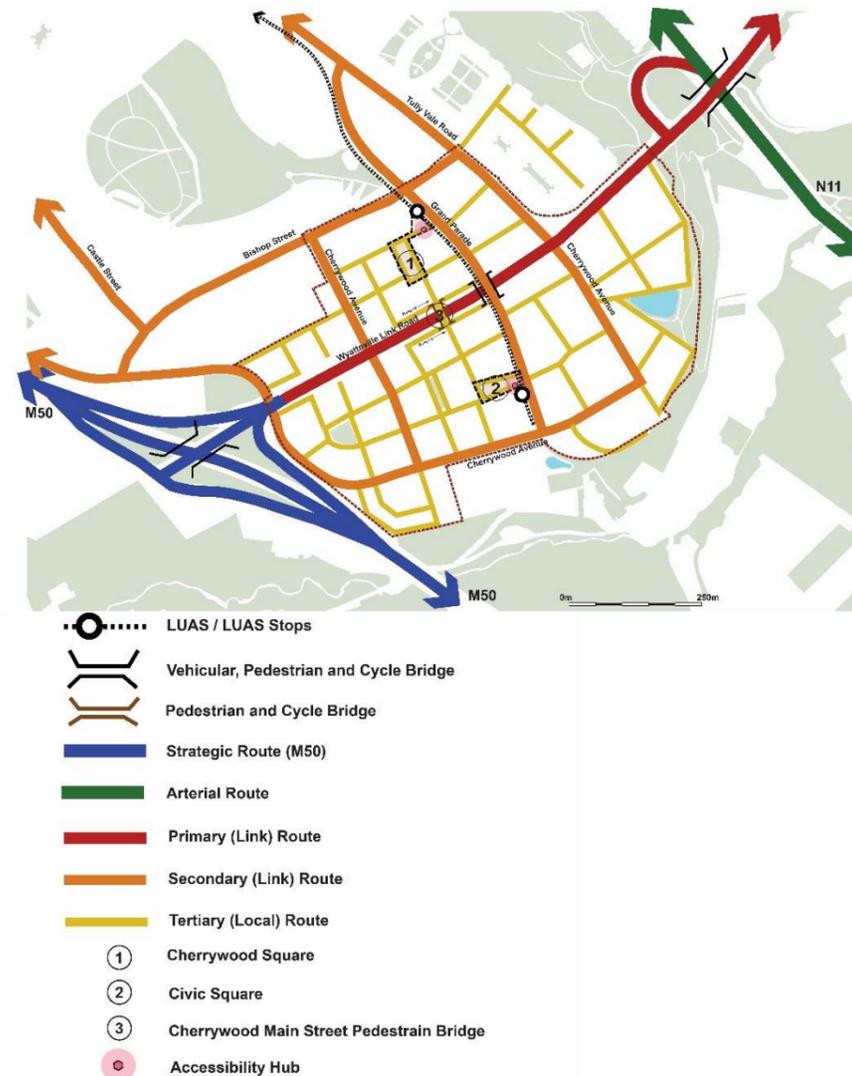
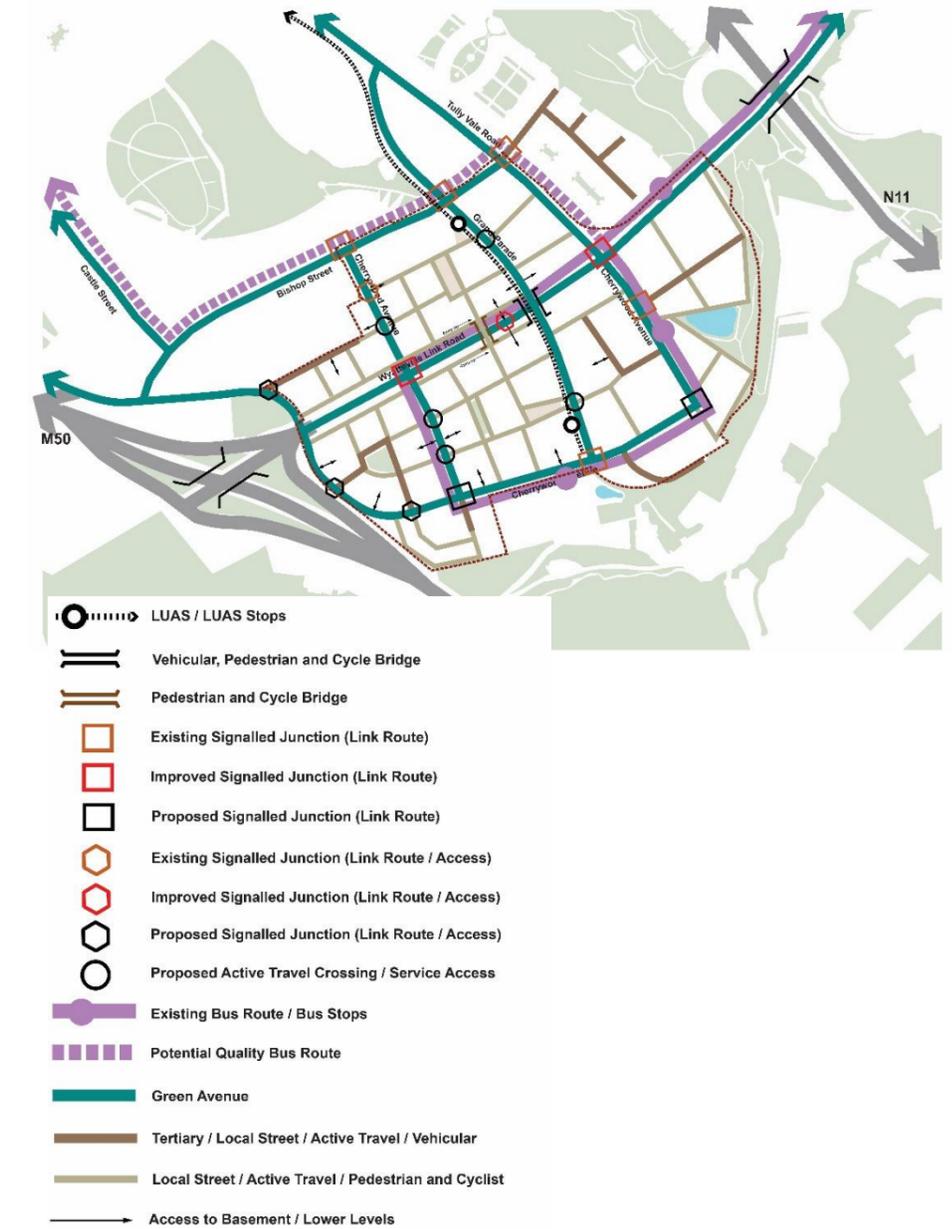


Figure 9. Movement concept



1.1.3 GI, landscape and urban space

The GI, landscape and urban space concept is a larger concept bringing together the elements of the natural, rural and urban environments with 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).

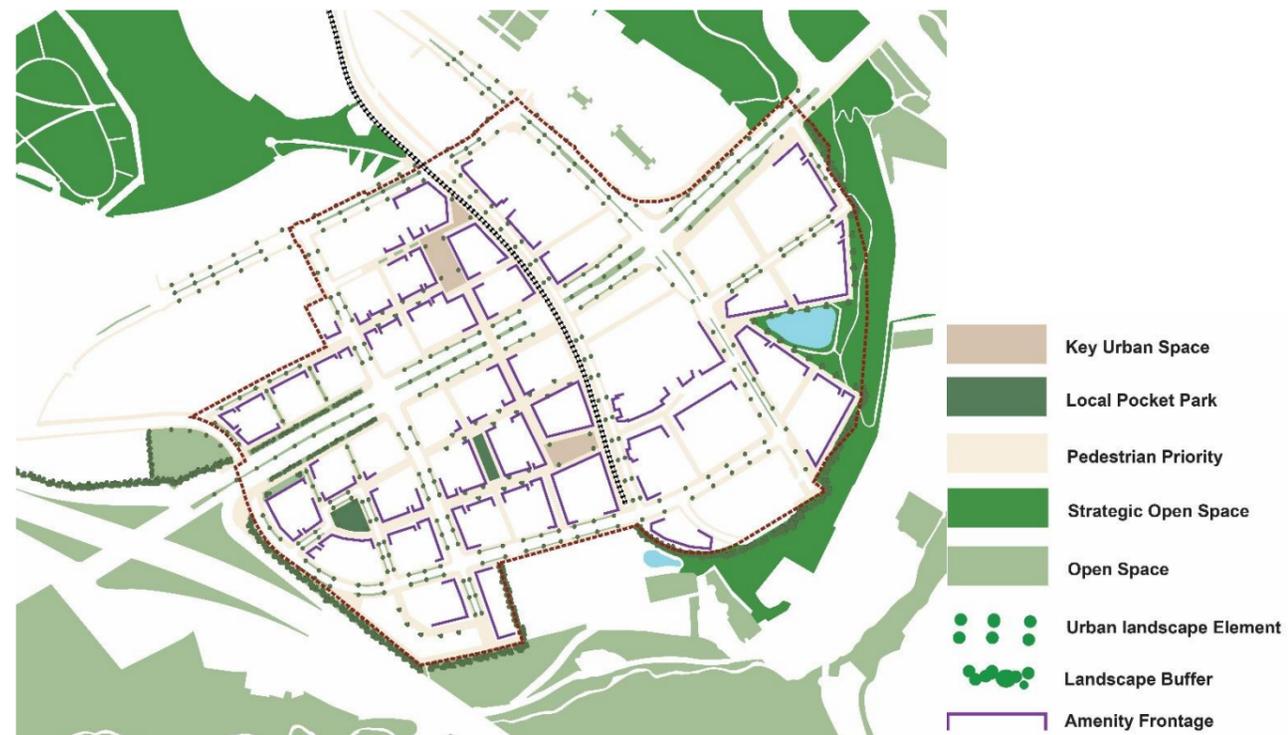
The urban design concept can be summarised as follows:

- 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 10. Town Centre landscape and GI concept



Figure 11. Town centre public realm concept



1.1.4 Urban block, grain and frontage

The urban design concepts describe the essential facets of the physical or urban structure of the Town Centre. Urban or physical form is a critical element of the urban structure, and the urban block and grain are critical elements that require robust and responsive planning and design. Given the life-time of the plan, urban blocks must deliver on important objectives of the CPS, and allow for flexibility in solutions and longer-term adaptability through change of use, reconfiguration, or redevelopment of all or part of the block.

The urban block structure emerges from the superblocks. It is critical that urban block structure is considered in advance of building layout or design. And it is the essential that block structure ties into and/or improves the performance of the larger, existing block structure. The pattern of urban blocks in the Town Centre developed iteratively with the route concept and landscape and GI concepts. Importantly, a permeable and connected route and landscape structure must still provide for viable urban blocks.

Urban grain generally refers to the pattern of development in an area, street or in an urban block. A mix of urban grain is one of the critical factors in achieving longer term viability through diversity in Town Centres – provides for greater use mix, adaptability and character and richness. The urban plot (which is the smallest subdivision of the urban block) is the best indicator of urban grain and the most appropriate element in guiding urban grain.

A coherent approach to block frontage will be achieved by adopting coherent and legible building lines. Building lines will have regard to the nature of the route and the nature and use of the building. Building lines will generally be continuous, avoiding staggers and unnecessary setbacks. These are wasteful, and can lead to unsupervised spaces. Building lines are established by reference to fixed and flexible street and space centre lines (with accompanying sections) (See The Code for further details).

The urban block and grain concept can be summarised as follows:

- Articulation of the superblocks with a distorted grid pattern of compact urban blocks.
- Compact block sizing to promote intensity of development and high levels of pedestrian permeability and accessibility.
- General alignment of urban blocks with surrounding existing and planned urban blocks to allow appropriate visual and/or physical connections.
- The provision of a range of urban block sizes of appropriate shape and orientation to optimise development potential.
- Block design to ensure perimeter block massing to promote continuity and enclosure of all streets and spaces and adequate space and dimensions (internal or back-to-back).
- Block layout to provide for adequate streets and spaces dimensions (external or front-to-front).
- Block design to facilitate well defined street and space corners.
- The provision of mixed urban grain (urban plots/separate buildings) within selected blocks in the Town Centre Core to promote greater mix of uses and diversity generally.

- Integration of finer urban grain at Cherrywood Square, the Civic Square and the Cherrywood Main Street.
- Coherent building lines reflecting the role of the route in the movement hierarchy, land use of the frontage buildings, and the need, or otherwise, for privacy at ground floor level.
- Fixed and flexible centre lines and frontages to ensure a coordinated approach to block planning and associated building lines.

Figure 12. Town centre block structure

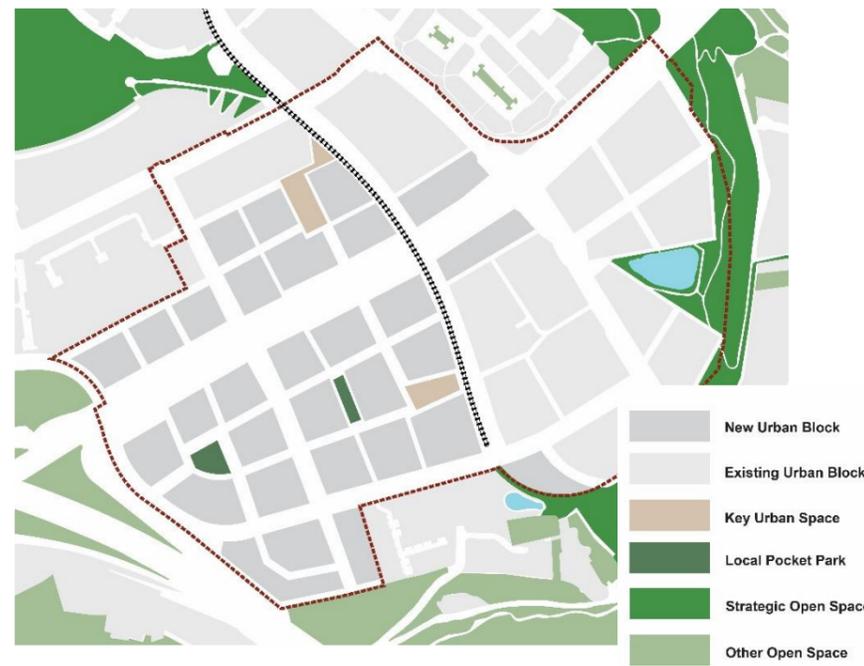


Figure 13. Town centre key frontages

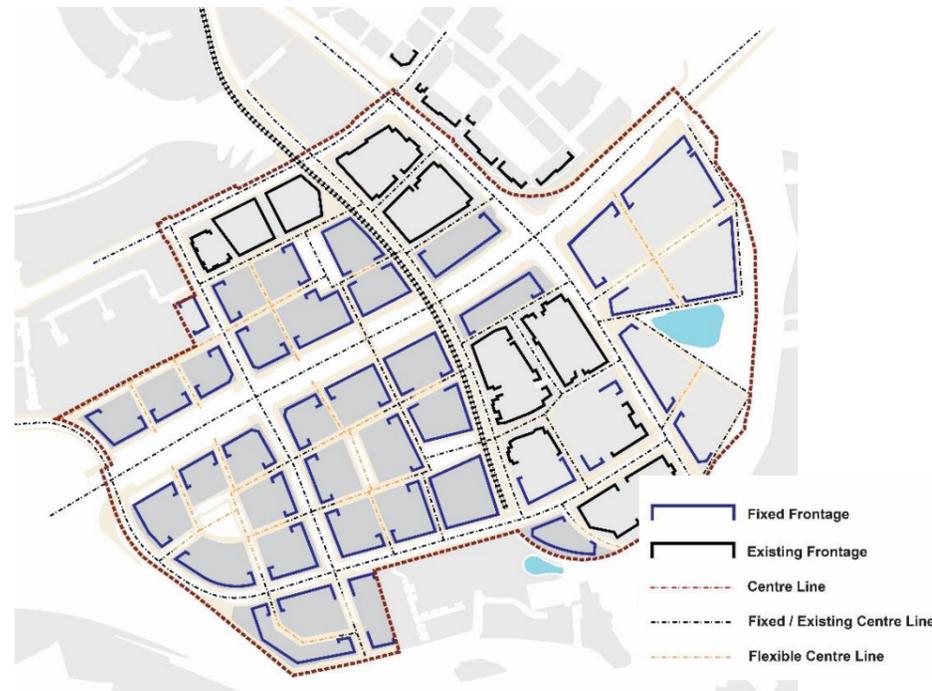
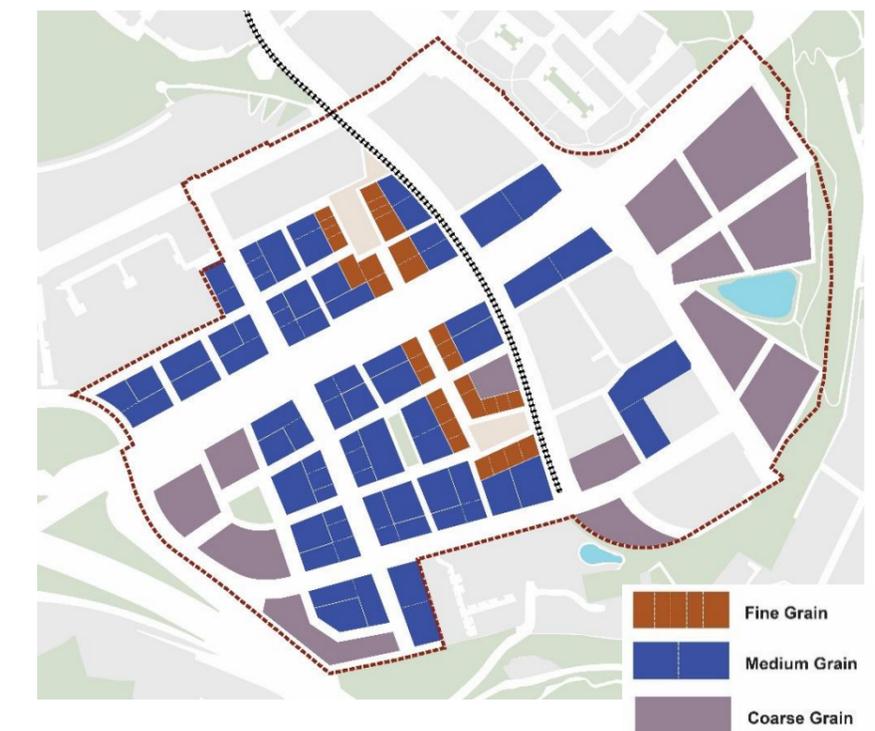


Figure 14. Town centre plot



1.1.5 Urban scale and building height

The urban scale of the Town Centre primarily reflects its intended role as a District Centre in the settlement structure of the County and the metropolitan area. The urban scale is benchmarked against policy and guidance and against successful places of similar role and scale elsewhere.

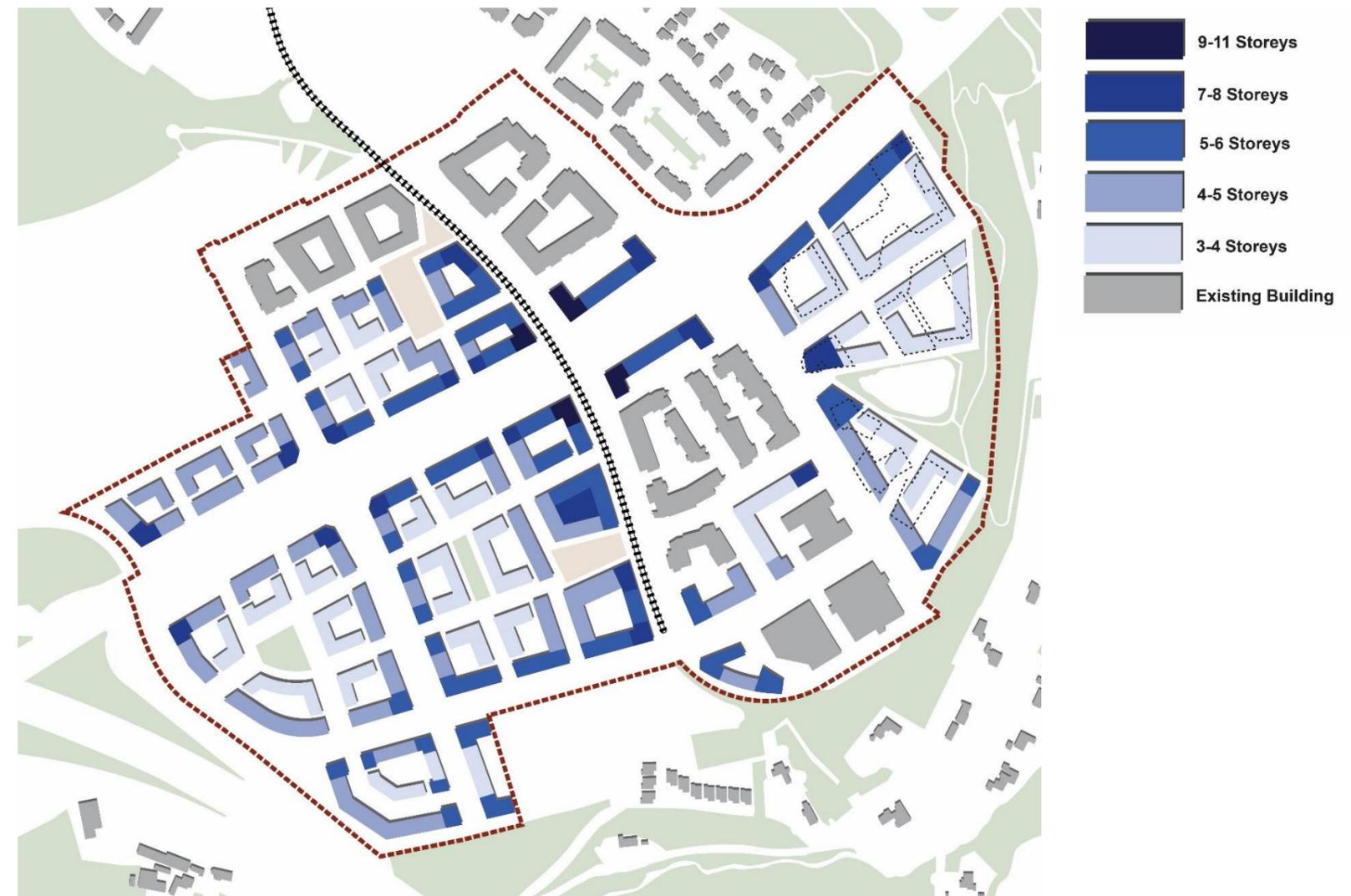
The scale in Cherrywood is definitively 'urban', while remaining broadly within a human scale (generally up to 5-6 storeys and equivalent with appropriate street widths). Urban scale is highly reflective of position and centrality in the Town Centre. The Town Centre Core will accommodate a greater density of development than the Town Centre Environs and this is reflected in the overall urban scale. General urban scale is also accentuated in key locations to reflect significance of role and function.

The building height concept articulates the overall approach to urban scale. It is developed on a street frontage basis rather than on a block by block basis, to allow for greater variety and better fit to the different types of streets and spaces. Building height is combined with a massing approach that is based on the required perimeter block approach to provide the appropriate scale relationships between buildings and streets and spaces, and internal block courtyards and spaces.

This spatial concept is based on:

- A coherent approach to urban scale across the Town Centre, reflecting overall function and accessibility.
- A variety in building scale, density and building typologies, which is responsive to location, street and space type, block size, shape and orientation, micro-climate and the nature and importance of the frontage.
- Appropriate street to width relationships to ensure good access to daylight and sunlight to the surfaces and frontages of all streets so they can support a level of 'streetlife' for as much of the year as possible.
- The enclosure of streets and spaces with appropriate massing and scale to reflect location and order of streets and spaces.
- Generally a greater scale of frontage to wider link roads, and where changes in topography and breaks in grade allow.
- An urban human scale to Cherrywood Main Street.
- An urban human scale to Cherrywood Square and Civic Square to avoid over-scaling and overbearing of critical urban spaces.
- Greater flexibility around scale and continuity of frontage on smaller local streets and spaces.
- Appropriate handling of key block corners with building scale increases where appropriate to aid local legibility.
- Taller buildings positioned to accentuate the urban form and to aid local and distant legibility.

Figure 15. Town centre building height ranges



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 for more detail on parameters).

The masterplan shows the importance of coherence and continuity of urban form in creating legible streets and spaces as a basis for a unique sense of place and images 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 centre lines are used to establish appropriate street dimensions (further detailed in the Code) and coherent fixed and flexible building frontages (building lines).

The three-dimensional aspect of the masterplan is described by a series of transections through the Town centre and an indicative 3-D model indicating the built form, scale and character of a completed Town Centre.

The Urban Design Code provides greater detail in the form of controls and guidance for the superblocs and key streets and spaces in the Town Centre.

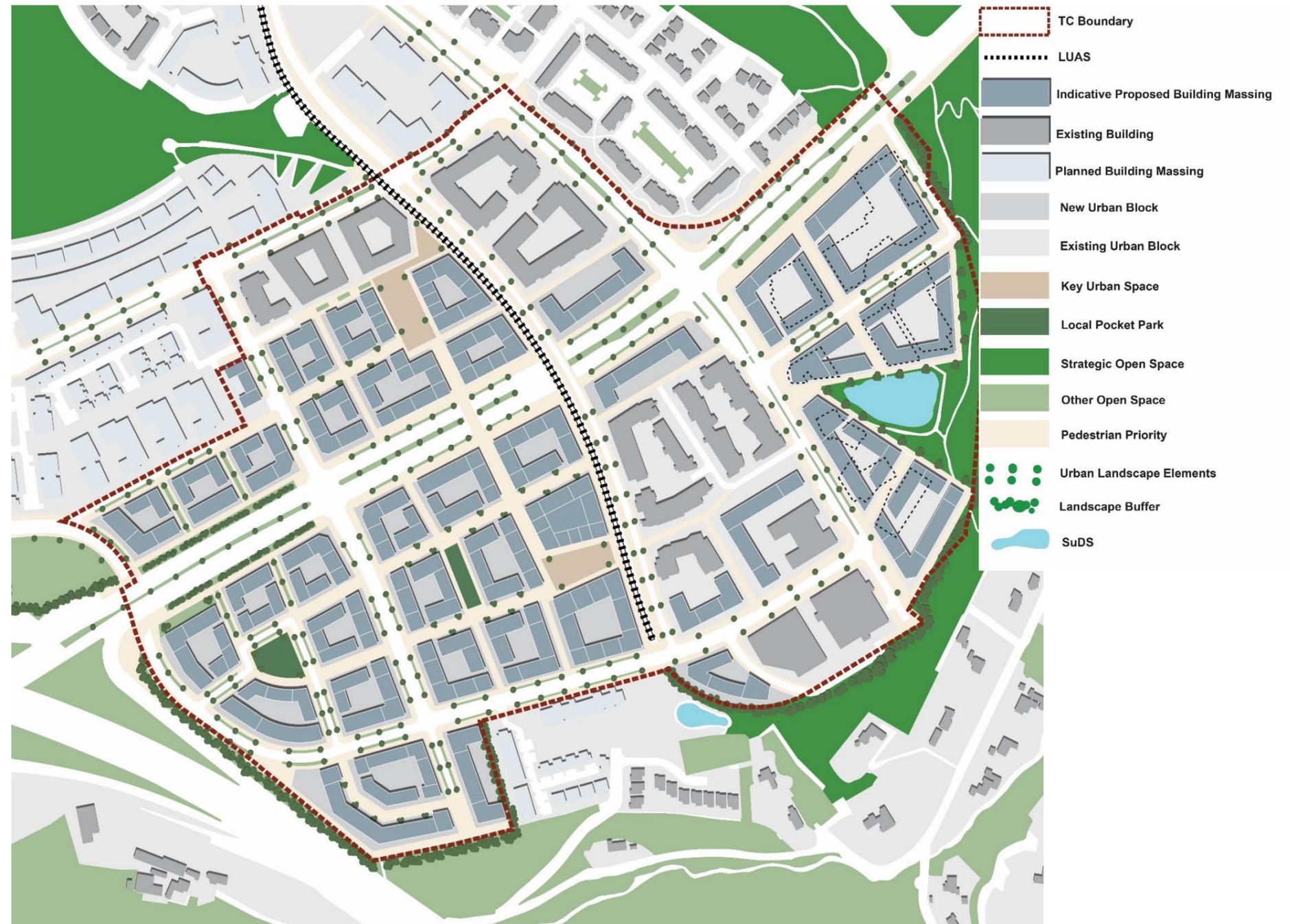


Figure 16. Town Centre Masterplan

1.2.1. Centre lines and building massing

The centre lines and levels provide the reference for street design and building form parameters. It also shows difference levels within the town centre core area at different key street junctions.

Building massing articulates the overall figure ground approach to urban scale and massing. It shows the potential building footprint and coverage area within each block.

Figure 17. Centre lines and levels

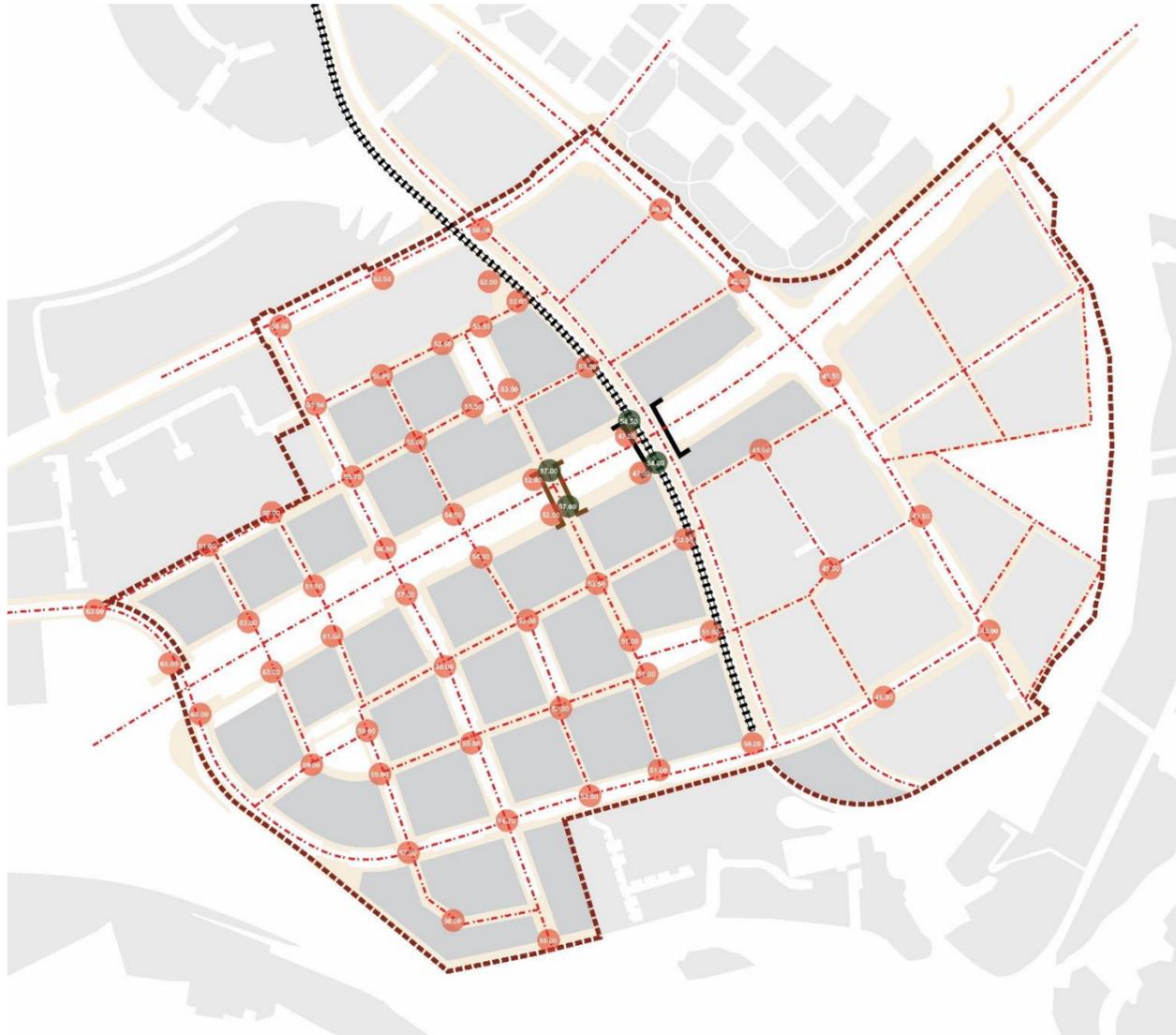


Figure 18: Building Massing



1.2.2. Transections

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

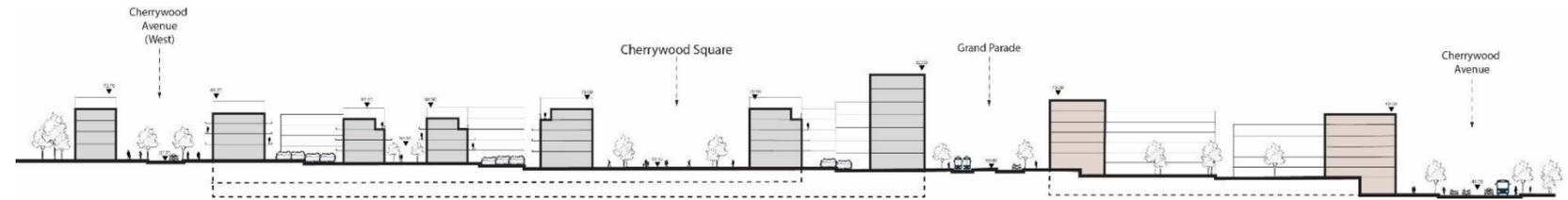


Figure 19. Transection A-A

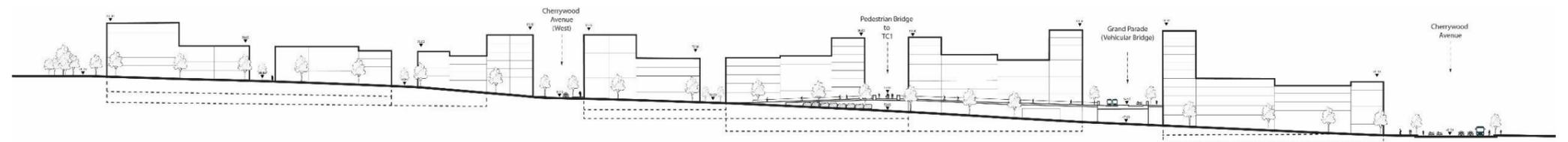


Figure 20. Transection B-B

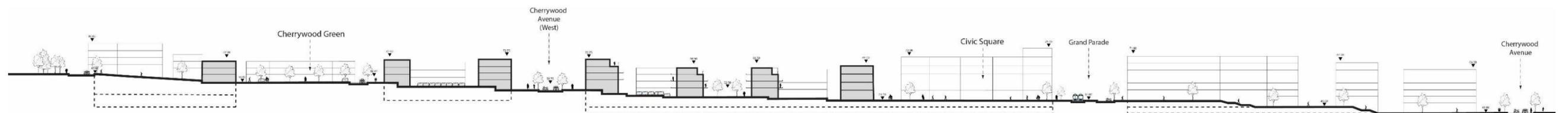


Figure 21. Transection C-C

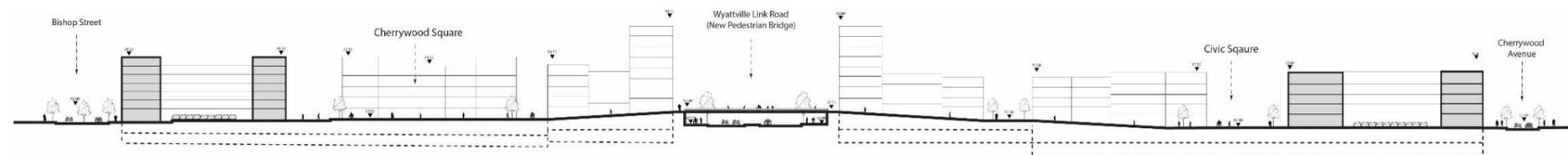


Figure 22. Transection D-D

Figure 23. 3D Model of CPS and 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.

The code is a simple, concise illustrated set of urban design requirements. It is visual and numerical, and wherever possible provides specific, detailed parameters for the physical development of the Town Centre.

This code deals comprises three elements (Figure 36):

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

Table 2 explains the parameters and the their purpose in the code.

Parameter	Purpose
Plot ratio	Provides a range (min to max) for gross permissible floorspace in each superblock (i.e. Gross floorspace divided by gross superblock area)
Parcels	Breakdown of superblock into smaller to developable portions.
Indicative frontage land use	An indication on how land use might be distributed to building/street frontages at different levels.
Routes	The network and hierarchy of routes in the superblock.
Movement	Indicative movement and access for all modes.
Urban blocks	The configuration and distribution of urban blocks.
Landscape and urban space	The network of landscape and open space elements.
Indicative urban grain	An approach to delivering mixed urban grain along frontages.
Building height	Overall building height range by floor.
Indicative massing	An indication of how massing might be approached to meet the parameters.
Target levels	Important finished ground levels that should be targeted.
Centre lines and frontages	Fixed and flexible centre lines and the related fixed and flexible building lines.
Indicative 3-D modelling	Modelling of the plan and massing to assist in understanding scale and relationships.
Indicative sections	The relationship between street and enclosing buildings and indication of the allocation of street space.

Table 2. The parameters of the code.

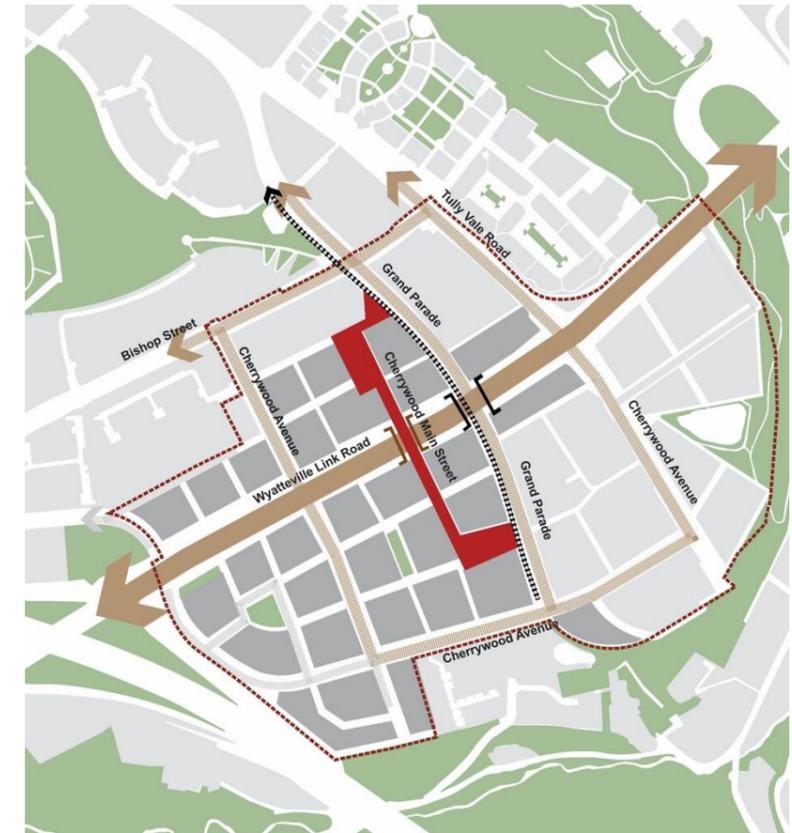


Figure 24. Urban blocks, route and space concept

2.1 Superblocks

The superblocks in Cherrywood Town Centre are large and distinct development areas defined by perimeter, link streets and/or higher-level open spaces.

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. TCE 1-5). TCE5 is part of a larger superblock, the greater part of which lies outside the Town Centre.

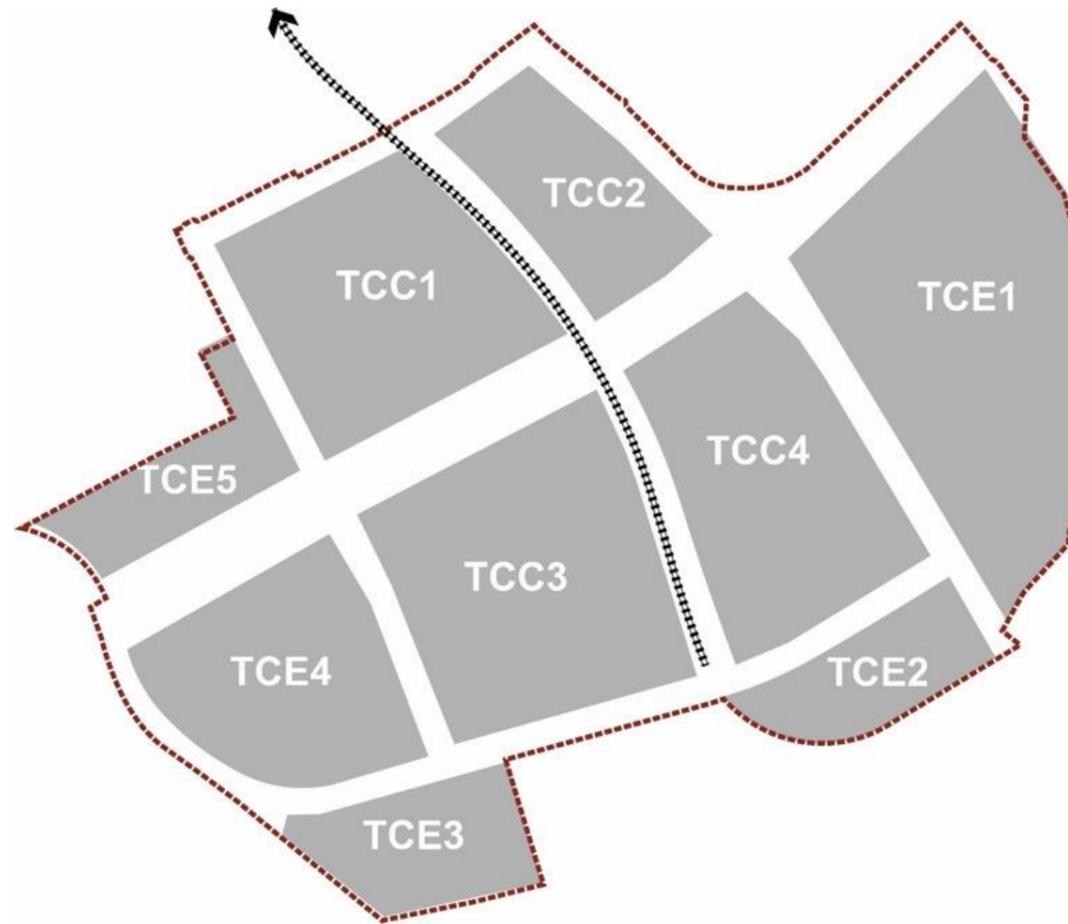
Superblocks are divided into smaller, individual parcels, which can be developed on a phased basis. The parcels also allow intensity of development and development capacity to be described and controlled. Parcels typically contain individual urban blocks (the net developable area within a parcel) and 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.

Parameters and guidance for development are provided at superblock level, rather than for the individual urban block. This allows flexibility in delivering quality development and design solutions. Importantly, the code sets out specific parameters and guidance on the nature, extent and distribution of development within the superblock.

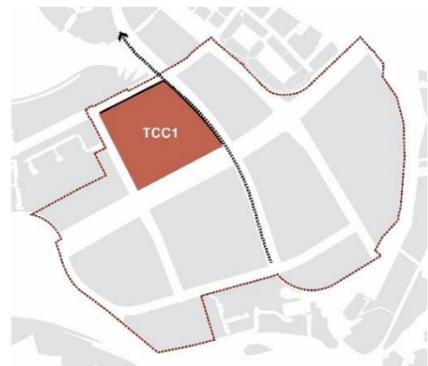
The superblock code describes the superblock location within the Town Centre, its critical areas, dimensions and attributes. It includes the following essential parameters in graphic and/or numerical terms:

- 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 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.

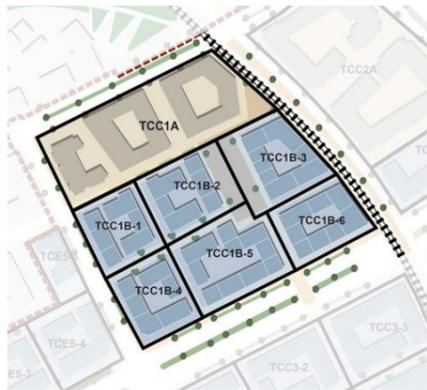
Figure 25: Town centre superblocks



Town Centre Core	
Superblock	TCC1 (including TCC1A and TCC1B)
Area (Ha.)	4.33 (1.23 ha. TCC1A and 3.10 ha. TCC1B)
Parcels	9 (3 parcels in TCC1A and 6 parcels TCC1B)
Land use	TCC uses
Plot ratio range	2.4 - 2.8:1
Urban scale	General range 4-8 storeys. Higher buildings 9-12 storeys.



Parcels



Parcel	Gross area (ha.)
TCC1B-1	0.44
TCC1B-2	0.50
TCC1B-3	0.60
TCC1B-4	0.44
TCC1B-5	0.59
TCC1B-6	0.53

Overall land use



Indicative frontage land use



Ground floor/ground level

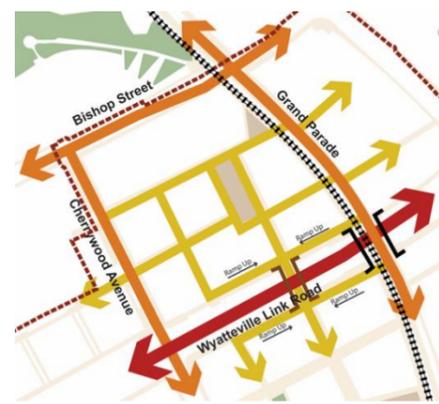


Upper floors

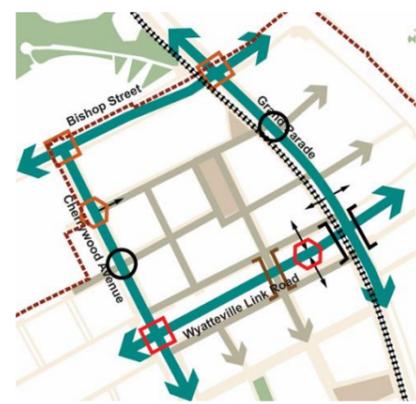


Basements/below podium

Routes



Movement



Superblock code	Cherrywood TC
Town Centre Core	Draft
TCC1B-1	1/3

- Mixed Use / Access Parking / Servicing
- Independent or Connected Access Parking / Servicing
- Retail and Services Frontage
- UrbComm / Mixed Use Frontage
- SEU Frontage
- Civic and Community Frontage
- Residential Frontage
- Leisure, Recreation and Tourism Frontage
- Accessibility Hub
- Civic and Community Centre
- Hotel and Related Service
- Potential Social Enterprise
- Leisure, Recreation and Tourism
- Existing Frontage
- Key Retail and Services Frontage
- Key Mixed Use Frontage
- Key Residential Frontage
- Key SEU Frontage
- TCC Use Mix
- TCE Use Mix
- LUAS / LUAS Stop
- Strategic Route (M50)
- Arterial Route
- Primary (Link) Route
- Secondary (Link) Route
- Tertiary (Local) Route
- Green Avenue
- Tertiary/Local Street - Active Travel Vehicular
- Local Street Active Travel Pedestrian and Cyclist
- Access to Basement / Lower Levels
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Existing Signalled Junction (Link Route)
- Improved Signalled Junction (Link Route)
- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
- Improved Signalled Junction (Link Route / Access)
- Proposed Signalled Junction (Link Route / Access)
- Proposed Active Travel Crossing / Service Access

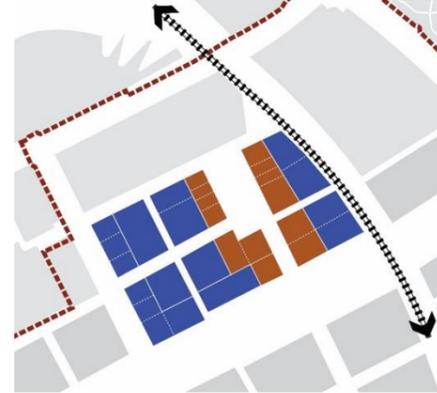
Urban blocks



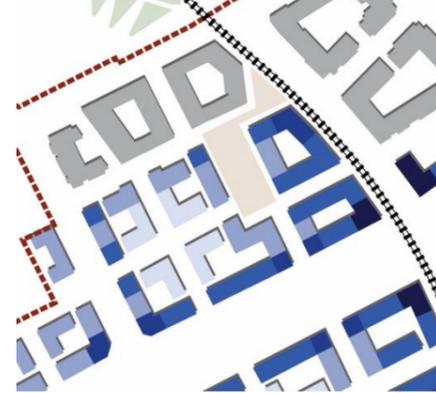
Landscape and open space



Indicative urban grain



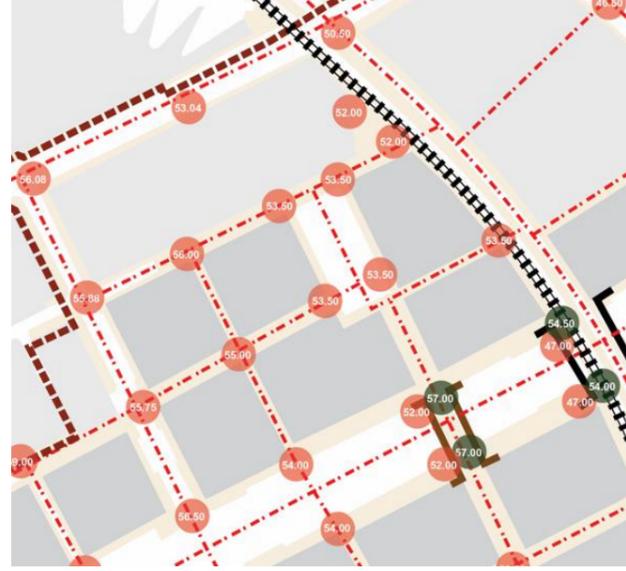
Building height



Indicative massing



Target levels



Centre lines and frontages



- 9-11 Storeys
- 7-8 Storeys
- 5-6 Storeys
- 4-5 Storeys
- 3-4 Storeys
- Existing Building
- Building Massing
- New Urban Block
- Existing Urban Block
- Key Urban Space
- Local Pocket Park
- Pedestrian Priority
- Strategic Open Space
- Open Space
- Urban landscape Element
- Landscape Buffer
- Amenity Frontage
- Fine Grain
- Medium Grain
- Coarse Grain
- Fixed Frontage
- Existing Frontage
- Centre Line
- Fixed / Existing Centre Line
- Flexible Centre Line

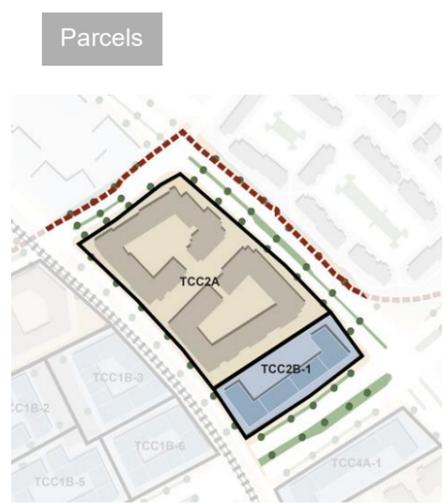
Superblock code	Cherrywood TC
Town Centre Core	Rev1
TCC1B-1	2/3

Indicative 3-dimensional massing

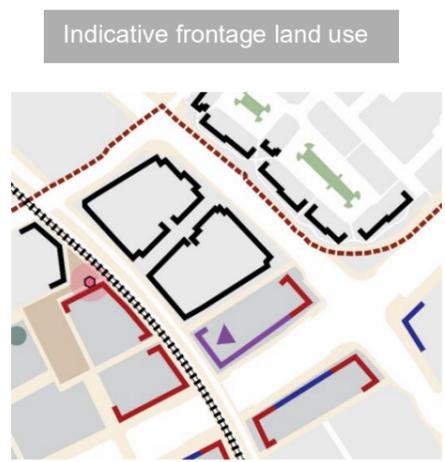
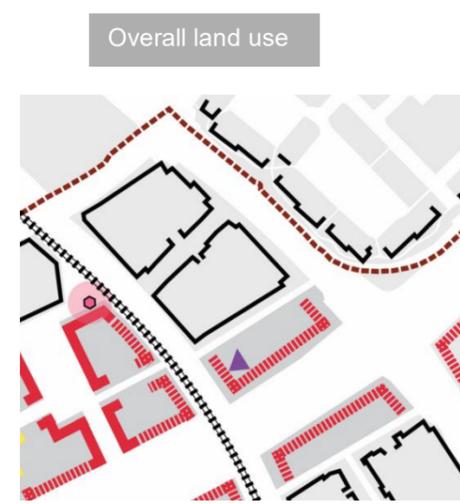


Superblock code	Cherrywood TC
Town Centre Core	Rev1
TCC1B-1	3/3

Town Centre Core	
Superblock	TCC2 (Built and TCC2B)
Area (Ha.)	2.16 (1.62 ha. Built and 0.54 ha. TCC2B)
Parcels	3 (2 parcels Built and 1 parcel TCC2D)
Land use	TCC uses
Plot ratio	2.4 -2.8:1
Urban scale	General range 4-8 storeys. Higher buildings 9-12 storeys.



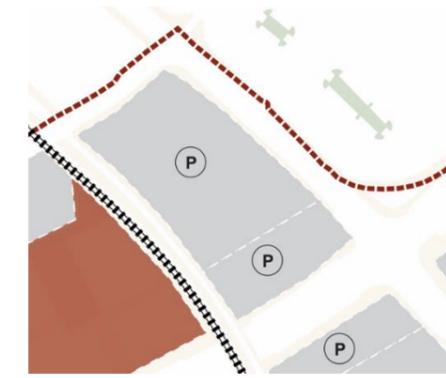
Parcel	Gross area (ha.)
TCC2B	0.54



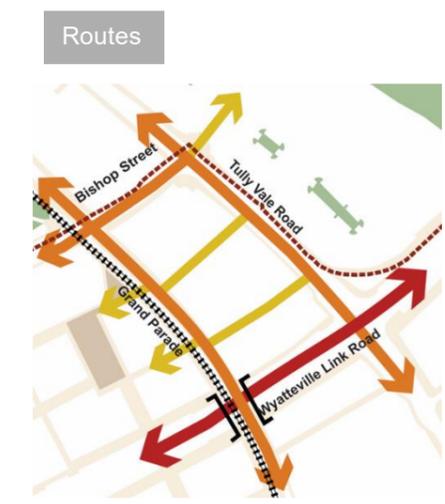
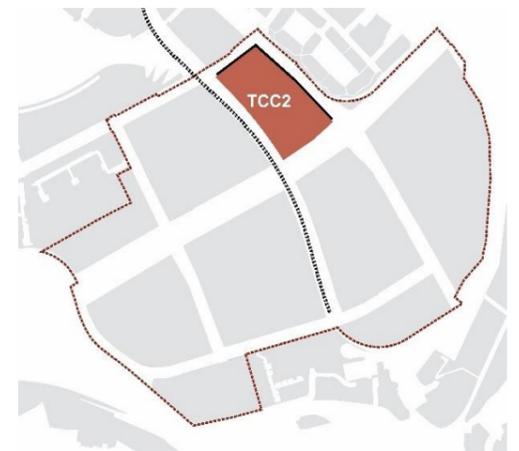
Ground floor/ground level



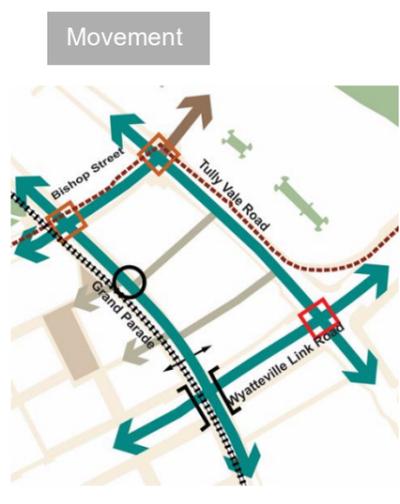
Upper floors



Basement / Below Podium



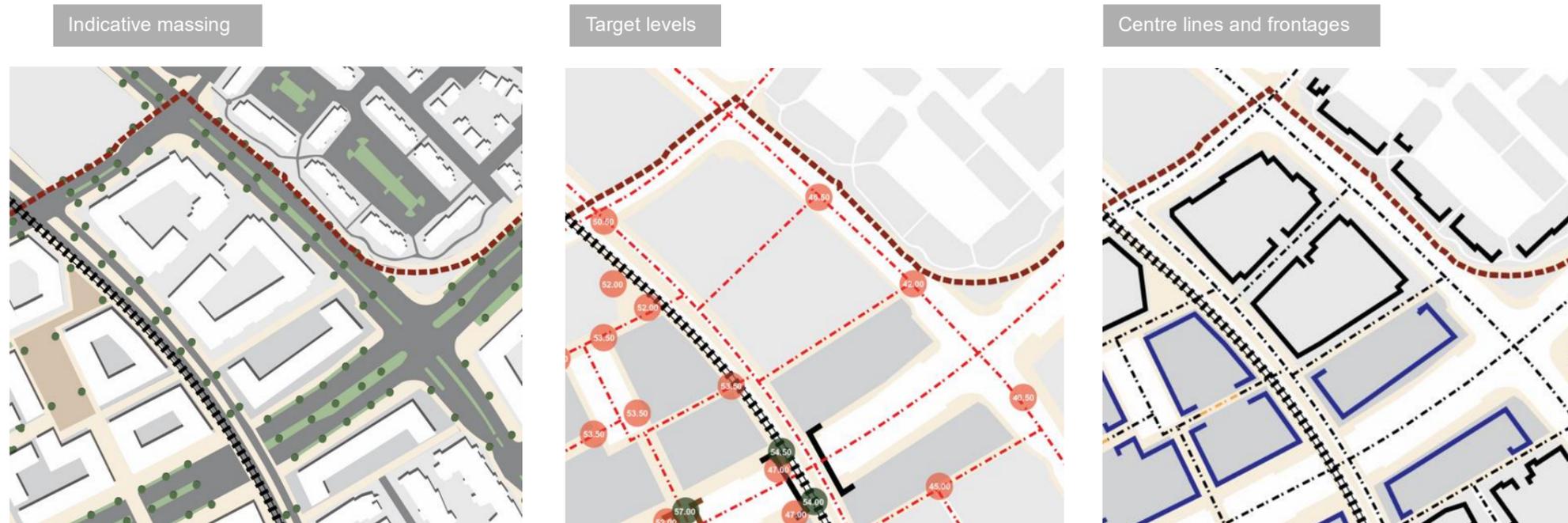
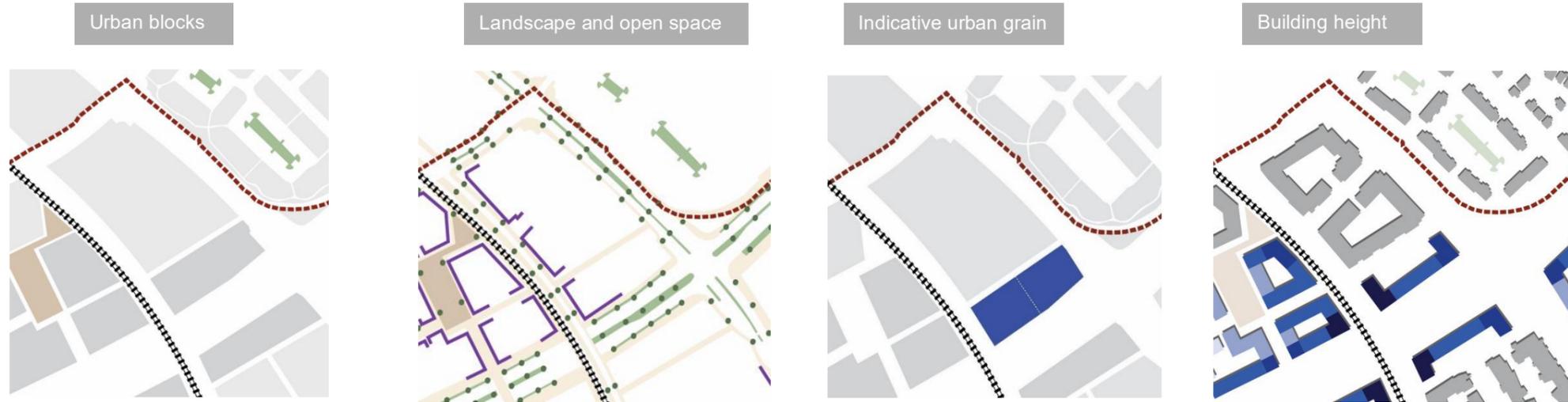
Routes



Movement

Superblock code	Cherrywood TC
Town Centre Core	Rev1
TCC2	1/3

- Mixed Use / Access Parking / Servicing
- Independent or Connected Access Parking / Servicing
- Retail and Services Frontage
- UrbComm / Mixed Use Frontage
- SEU Frontage
- Civic and Community Frontage
- Residential Frontage
- Leisure, Recreation and Tourism Frontage
- Accessibility Hub
- Civic and Community Centre
- Hotel and Related Service
- Potential Social Enterprise
- Leisure, Recreation and Tourism
- Existing Frontage
- Key Retail and Services Frontage
- Key Mixed Use Frontage
- Key Residential Frontage
- Key SEU Frontage
- TCC Use Mix
- TCE Use Mix
- LUAS / LUAS Stop
- Strategic Route (M50)
- Arterial Route
- Primary (Link) Route
- Secondary (Link) Route
- Tertiary (Local) Route
- Green Avenue
- Tertiary/Local Street - Active Travel Vehicular
- Local Street Active Travel Pedestrian and Cyclist
- Access to Basement / Lower Levels
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Existing Signalled Junction (Link Route)
- Improved Signalled Junction (Link Route)
- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
- Improved Signalled Junction (Link Route / Access)
- Proposed Signalled Junction (Link Route / Access)
- Proposed Active Travel Crossing / Service Access



- 9-11 Storeys
- 7-8 Storeys
- 5-6 Storeys
- 4-5 Storeys
- 3-4 Storeys
- Existing Building
- Building Massing
- New Urban Block
- Existing Urban Block
- Key Urban Space
- Local Pocket Park
- Pedestrian Priority
- Strategic Open Space
- Open Space
- Urban landscape Element
- Landscape Buffer
- Amenity Frontage
- Fine Grain
- Medium Grain
- Coarse Grain
- Fixed Frontage
- Existing Frontage
- Centre Line
- Fixed / Existing Centre Line
- Flexible Centre Line

Superblock code	Cherrywood TC
Town Centre Core	Rev1
TCC2	2/3

Indicative 3-dimensional massing



Superblock code	Cherrywood TC
Town Centre Core	Rev1
TCC2	3/3

Town Centre Core

Superblock TCC3

Area (Ha.) 5.38

Parcels 9

Land use TCC uses

Plot ratio 2.4 -2.8:1

Urban scale General range 4-8 storeys.
Higher buildings 9-12 storeys.

Parcels



Parcel	Gross area (ha.)
TCC3-1	0.42
TCC3-2	0.51
TCC3-3	0.60
TCC3-4	0.61
TCC3-5	0.65
TCC3-6	0.67
TCC3-7	0.58
TCC3-8	0.59
TCC3-9	0.75

Overall land use



Indicative frontage land use



Ground floor/ground level

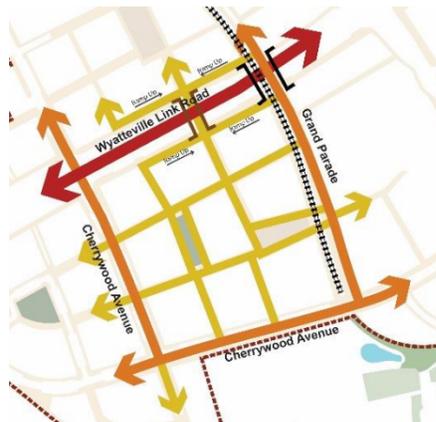


Upper floors

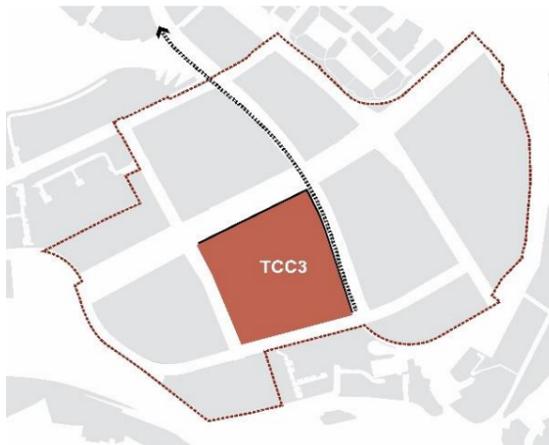
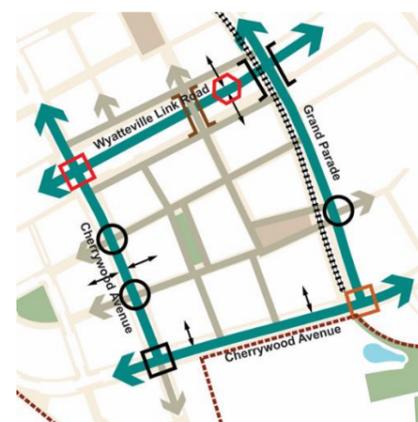


Basements/below podium

Routes



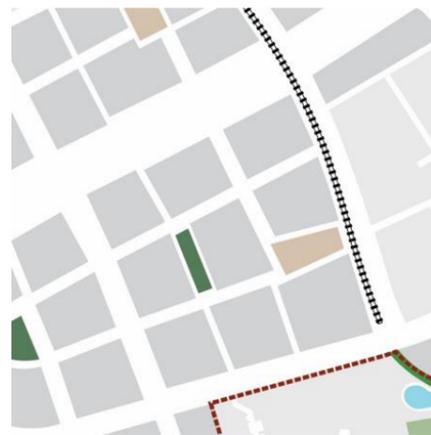
Movement



Superblock code	Cherrywood TC
Town Centre Core	Rev1
TCC3	1/3

- Mixed Use / Access Parking / Servicing
- Independent or Connected Access Parking / Servicing
- Retail and Services Frontage
- UrbComm / Mixed Use Frontage
- SEU Frontage
- Civic and Community Frontage
- Residential Frontage
- Leisure, Recreation and Tourism Frontage
- Accessibility Hub
- Civic and Community Centre
- Hotel and Related Service
- Potential Social Enterprise
- Leisure, Recreation and Tourism
- Existing Frontage
- Key Retail and Services Frontage
- Key Mixed Use Frontage
- Key Residential Frontage
- Key SEU Frontage
- TCC Use Mix
- TCE Use Mix
- LUAS / LUAS Stop
- Strategic Route (M50)
- Arterial Route
- Primary (Link) Route
- Secondary (Link) Route
- Tertiary (Local) Route
- Green Avenue
- Tertiary/Local Street - Active Travel Vehicular
- Local Street Active Travel Pedestrian and Cyclist
- Access to Basement / Lower Levels
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Existing Signalled Junction (Link Route)
- Improved Signalled Junction (Link Route)
- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
- Improved Signalled Junction (Link Route / Access)
- Proposed Signalled Junction (Link Route / Access)
- Proposed Active Travel Crossing / Service Access

Urban blocks



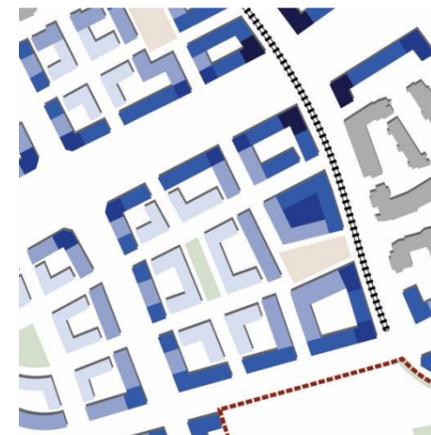
Landscape and open space



Indicative urban grain



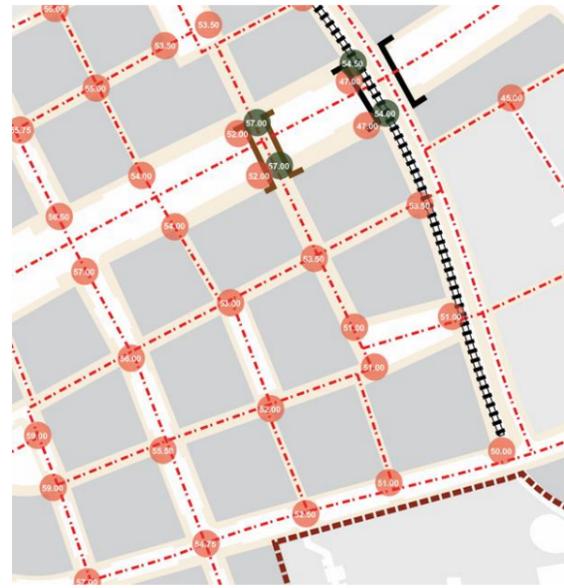
Building height



Indicative massing



Target levels



Centre lines and frontages



- 9-11 Storeys
- 7-8 Storeys
- 5-6 Storeys
- 4-5 Storeys
- 3-4 Storeys
- Existing Building
- Building Massing
- New Urban Block
- Existing Urban Block
- Key Urban Space
- Local Pocket Park
- Pedestrian Priority
- Strategic Open Space
- Open Space
- Urban landscape Element
- Landscape Buffer
- Amenity Frontage
- Fine Grain
- Medium Grain
- Coarse Grain
- Fixed Frontage
- Existing Frontage
- Centre Line
- Fixed / Existing Centre Line
- Flexible Centre Line

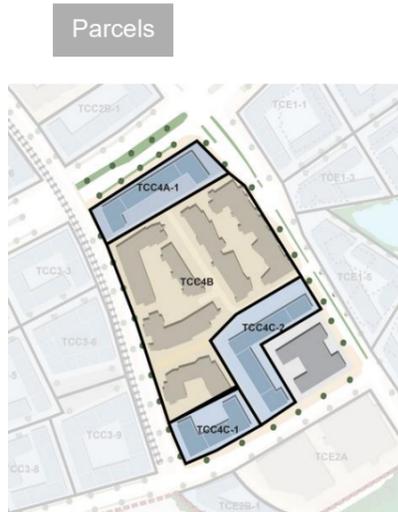
Superblock code	Cherrywood TC
Town Centre Core	Rev1
TCC3	2/3

Indicative 3-dimensional massing

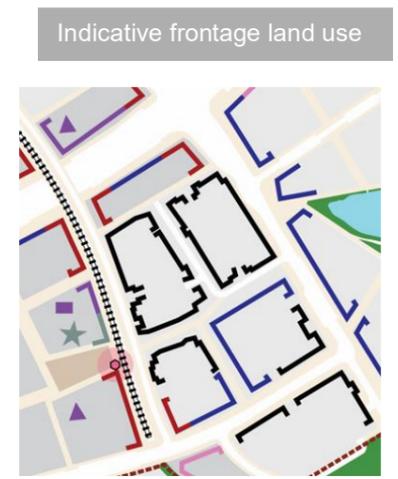
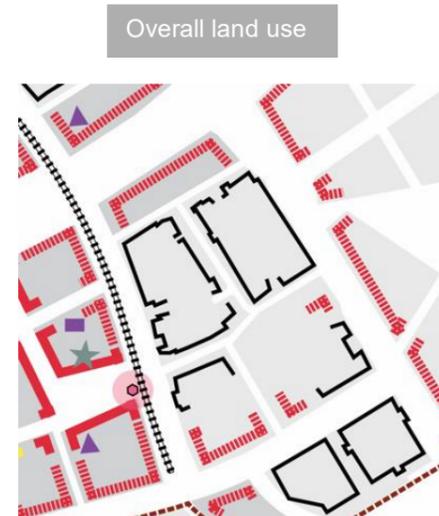


Superblock code	Cherrywood TC
Town Centre Core	Rev1
TCC3	3/3

Town Centre Core	
Superblock	TCC4
Area (Ha.)	4.12 (2.71 ha. Built and 1.41 ha. TCC4A-1, TCC4C-1, & TCC4C-2)
Parcels	6 (3 Parcels Built and 3 Parcels TCC4A-1, TCC4C-1, & TCC4C-2)
Land use	TCC uses
Plot ratio	2.4 -2.8:1
Urban scale	General range 4-8 storeys. Higher buildings 9-12 storeys.



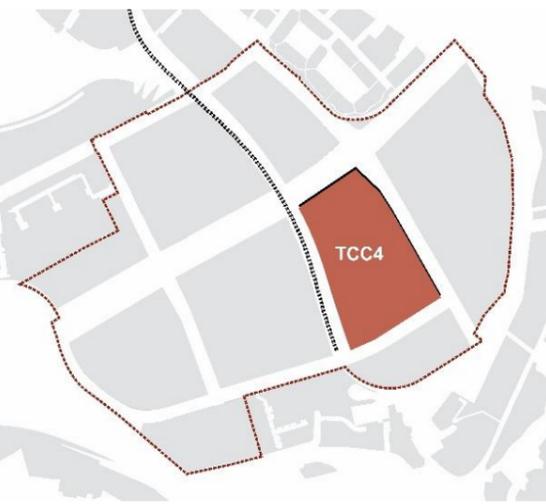
Parcel	Gross area (ha.)
Built	2.71
TCC4A-1	0.54
TCC4C-1	0.34
TCC4C-2	0.53



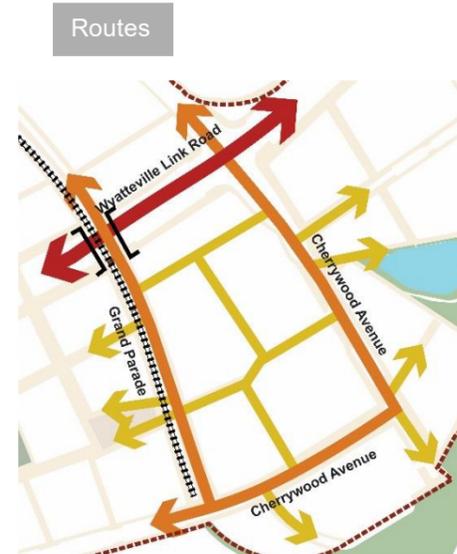
Ground floor/ground level

Upper floors

Basements/below podium



Superblock code	Cherrywood TC
Town Centre Core	Rev1
TCC4	1/3



Routes

Movement

- Mixed Use / Access Parking / Servicing
- Independent or Connected Access Parking / Servicing
- Retail and Services Frontage
- UrbComm / Mixed Use Frontage
- SEU Frontage
- Civic and Community Frontage
- Residential Frontage
- Leisure, Recreation and Tourism Frontage
- Accessibility Hub
- Civic and Community Centre
- Hotel and Related Service
- Potential Social Enterprise
- Leisure, Recreation and Tourism
- Existing Frontage
- Key Retail and Services Frontage
- Key Mixed Use Frontage
- Key Residential Frontage
- Key SEU Frontage
- TCC Use Mix
- TCE Use Mix
- LUAS / LUAS Stop
- Strategic Route (M50)
- Arterial Route
- Primary (Link) Route
- Secondary (Link) Route
- Tertiary (Local) Route
- Green Avenue
- Tertiary/Local Street - Active Travel Vehicular
- Local Street Active Travel Pedestrian and Cyclist
- Access to Basement / Lower Levels
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Existing Signalled Junction (Link Route)
- Improved Signalled Junction (Link Route)
- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
- Improved Signalled Junction (Link Route / Access)
- Proposed Signalled Junction (Link Route / Access)
- Proposed Active Travel Crossing / Service Access

Urban blocks



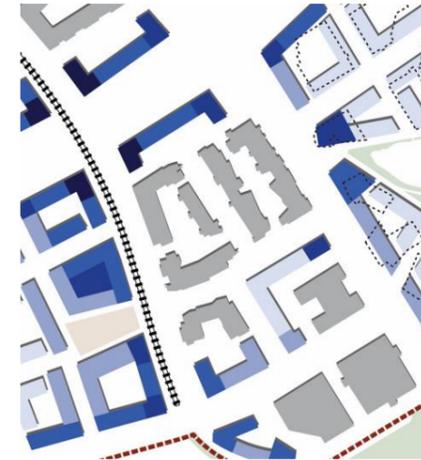
Landscape and open space



Indicative urban grain



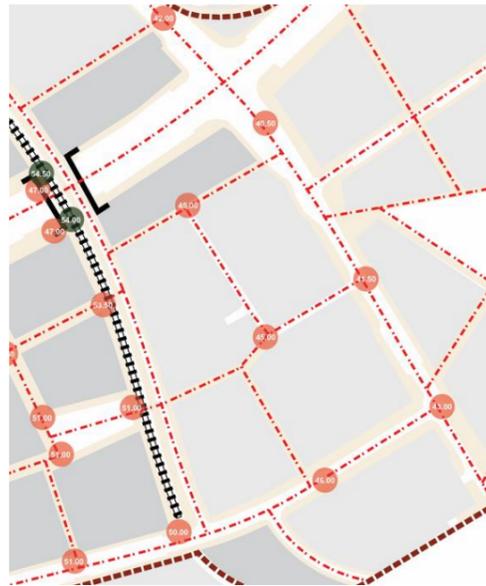
Building height



Indicative massing



Target levels



Centre lines and frontages



- 9-11 Storeys
- 7-8 Storeys
- 5-6 Storeys
- 4-5 Storeys
- 3-4 Storeys
- Existing Building
- Building Massing
- New Urban Block
- Existing Urban Block
- Key Urban Space
- Local Pocket Park
- Pedestrian Priority
- Strategic Open Space
- Open Space
- Urban landscape Element
- Landscape Buffer
- Amenity Frontage
- Fine Grain
- Medium Grain
- Coarse Grain
- Fixed Frontage
- Existing Frontage
- Centre Line
- Fixed / Existing Centre Line
- Flexible Centre Line

Superblock code	Cherrywood TC
Town Centre Core	Rev1
TCC4	2/3

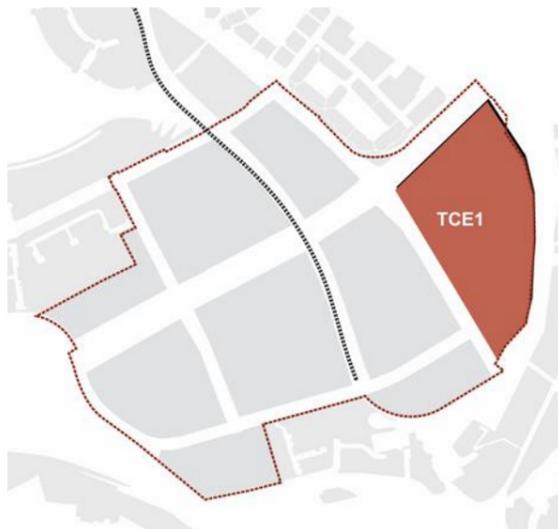
Indicative 3-dimensional massing



Superblock code	Cherrywood TC
Town Centre Core	Rev1
TCC4	3/3

Town Centre Environs

Superblock	TCE1 – Long term
Area (Ha.)	6.6 ha (5.29 ha and 1.31 ha strategic open space)
Parcels	6
Land use	TCE uses
Plot ratio	1.5 -2.0:1
Urban scale	General range 3-5 storeys.



Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE1	1/3

Parcels



Parcel	Gross area (ha.)
TCE1-1	1.35

Indicative frontage land use



Ground floor/ground level



Upper floors



Basements/below podium

Routes



Movement

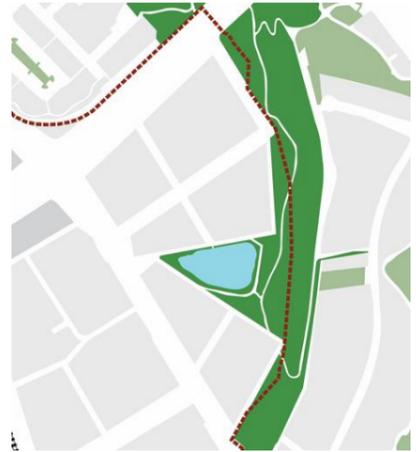


Overall land use



- Mixed Use / Access Parking / Servicing
- Independent or Connected Access Parking / Servicing
- Retail and Services Frontage
- UrbComm / Mixed Use Frontage
- SEU Frontage
- Civic and Community Frontage
- Residential Frontage
- Leisure, Recreation and Tourism Frontage
- Accessibility Hub
- Civic and Community Centre
- Hotel and Related Service
- Potential Social Enterprise
- Leisure, Recreation and Tourism
- Existing Frontage
- Key Retail and Services Frontage
- Key Mixed Use Frontage
- Key Residential Frontage
- Key SEU Frontage
- TCC Use Mix
- TCE Use Mix
- LUAS / LUAS Stop
- Strategic Route (M50)
- Arterial Route
- Primary (Link) Route
- Secondary (Link) Route
- Tertiary (Local) Route
- Green Avenue
- Tertiary/Local Street - Active Travel Vehicular
- Local Street Active Travel Pedestrian and Cyclist
- Access to Basement / Lower Levels
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Existing Signalled Junction (Link Route)
- Improved Signalled Junction (Link Route)
- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
- Improved Signalled Junction (Link Route / Access)
- Proposed Signalled Junction (Link Route / Access)
- Proposed Active Travel Crossing / Service Access

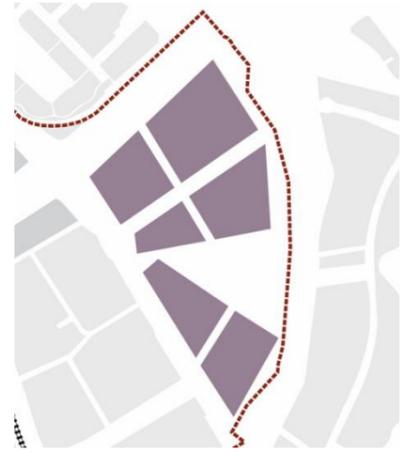
Urban blocks



Landscape and open space



Indicative urban grain



Building height



Indicative massing



Target levels



Centre lines and frontages



- 9-11 Storeys
- 7-8 Storeys
- 5-6 Storeys
- 4-5 Storeys
- 3-4 Storeys
- Existing Building
- Building Massing
- New Urban Block
- Existing Urban Block
- Key Urban Space
- Local Pocket Park
- Pedestrian Priority
- Strategic Open Space
- Open Space
- Urban landscape Element
- Landscape Buffer
- Amenity Frontage
- Fine Grain
- Medium Grain
- Coarse Grain
- Fixed Frontage
- Existing Frontage
- Centre Line
- Fixed / Existing Centre Line
- Flexible Centre Line

Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE1	2/3

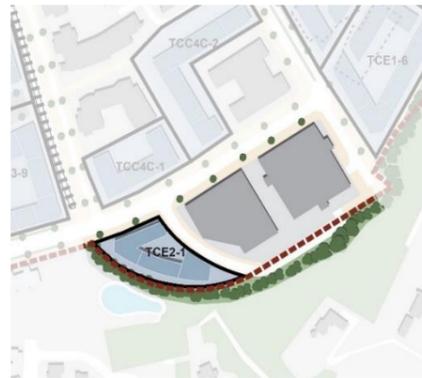
Indicative 3-dimensional massing



Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE1	3/3

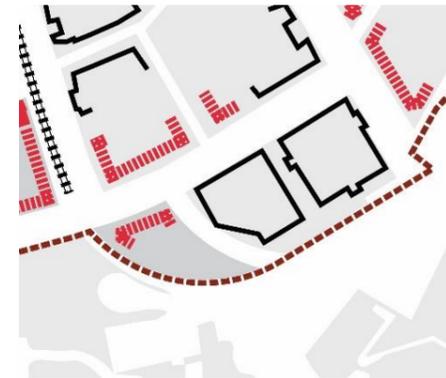
Town Centre Environs	
Superblock	TCE2
Area (Ha.)	1.72 (1.35 ha. Built and 0.37 ha. TCE2B-1)
Parcels	3 (2 Parcels Built and 1 Parcel TCE2-1)
Land use	TCE uses
Plot ratio	1.5 -2.0:1
Urban scale	General range 3-5 storeys.

Parcels



Parcel	Gross area (ha.)
Built	1.35
TCE2B-1	0.37

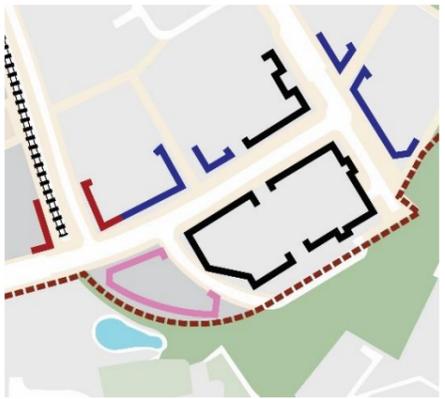
Overall land use



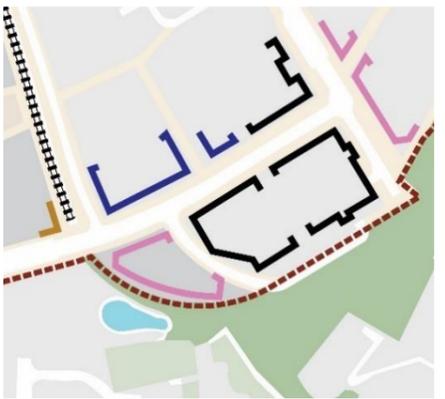
- Mixed Use / Access Parking / Servicing
- Independent or Connected Access Parking / Servicing
- Retail and Services Frontage
- UrbComm / Mixed Use Frontage
- SEU Frontage
- Civic and Community Frontage
- Residential Frontage
- Leisure, Recreation and Tourism Frontage
- Accessibility Hub
- Civic and Community Centre
- Hotel and Related Service
- Potential Social Enterprise
- Leisure, Recreation and Tourism
- Existing Frontage
- Key Retail and Services Frontage
- Key Mixed Use Frontage
- Key Residential Frontage
- Key SEU Frontage
- TCC Use Mix
- TCE Use Mix
- LUAS / LUAS Stop
- Strategic Route (M50)
- Arterial Route
- Primary (Link) Route
- Secondary (Link) Route
- Tertiary (Local) Route
- Green Avenue
- Tertiary/Local Street - Active Travel Vehicular
- Local Street Active Travel Pedestrian and Cyclist
- Access to Basement / Lower Levels
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Existing Signalled Junction (Link Route)
- Improved Signalled Junction (Link Route)
- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
- Improved Signalled Junction (Link Route / Access)
- Proposed Signalled Junction (Link Route / Access)
- Proposed Active Travel Crossing / Service Access



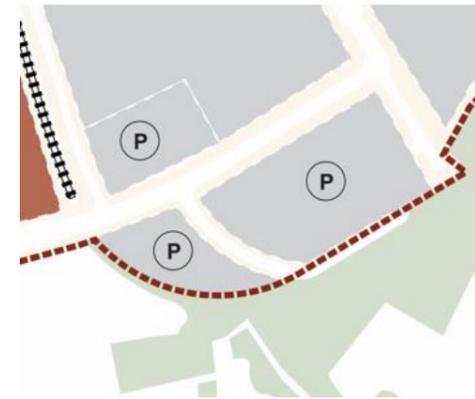
Indicative frontage land use



Ground floor/ground level

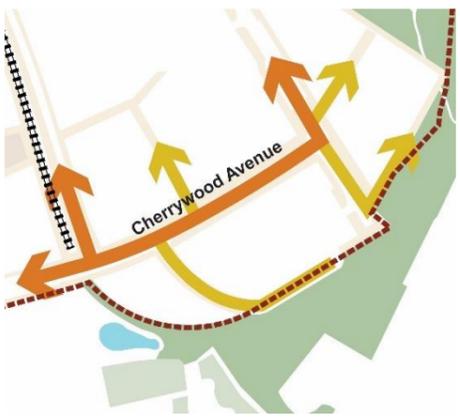


Upper floors

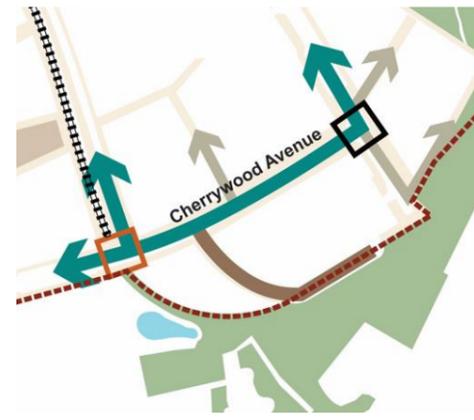


Basements/below podium

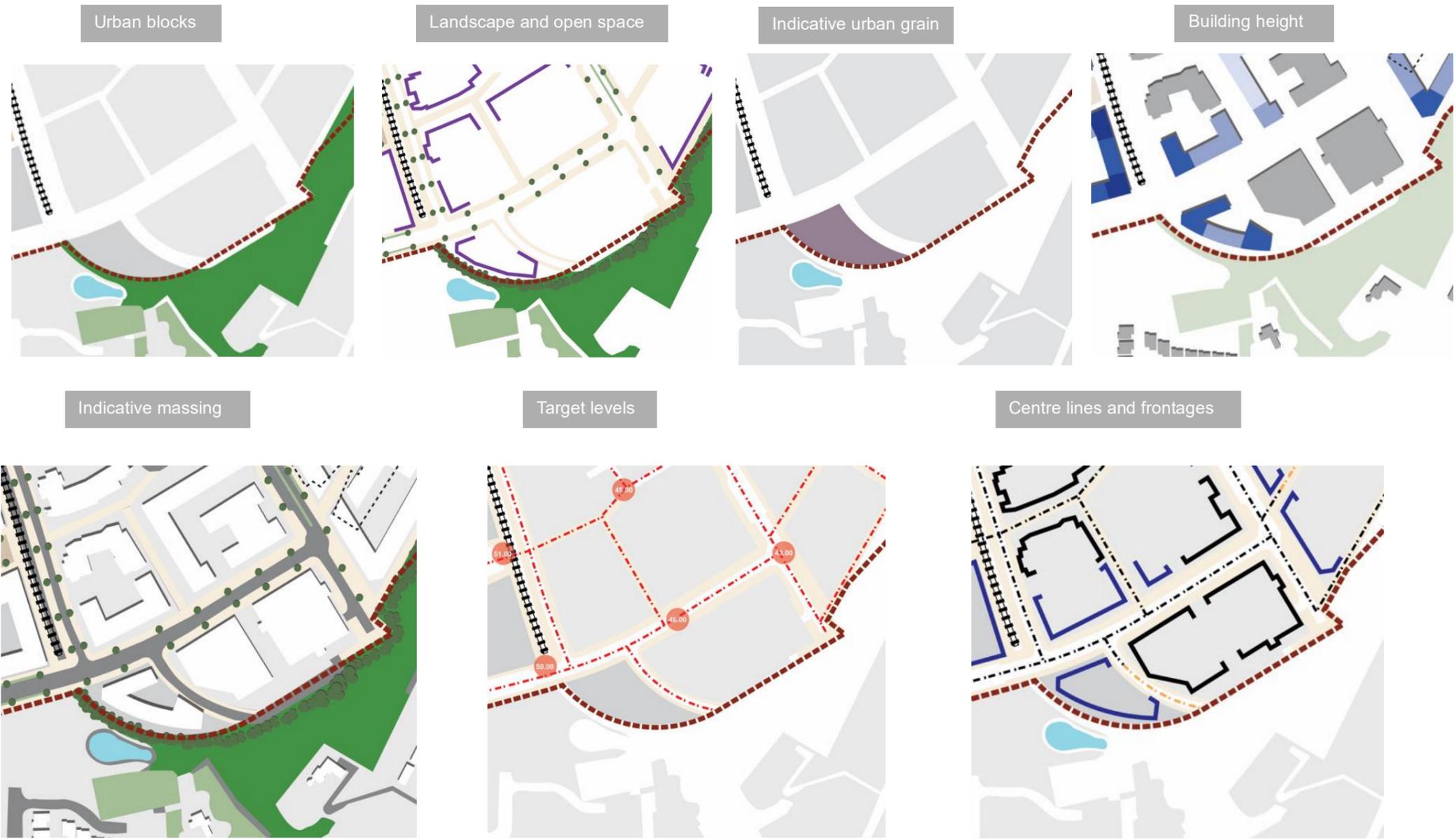
Routes



Movement



Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE2	1/3



- 9-11 Storeys
- 7-8 Storeys
- 5-6 Storeys
- 4-5 Storeys
- 3-4 Storeys
- Existing Building
- Building Massing
- New Urban Block
- Existing Urban Block
- Key Urban Space
- Local Pocket Park
- Pedestrian Priority
- Strategic Open Space
- Open Space
- Urban landscape Element
- Landscape Buffer
- Amenity Frontage
- Fine Grain
- Medium Grain
- Coarse Grain
- Fixed Frontage
- Existing Frontage
- Centre Line
- Fixed / Existing Centre Line
- Flexible Centre Line

Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE2	2/3

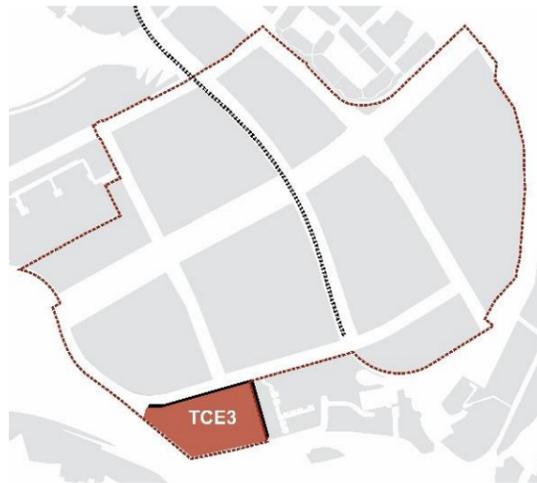
Indicative 3-dimensional massing



Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE2	3/3

Town Centre Environs

Superblock	TCE3
Area (Ha.)	1.94
Parcels	3 (TCE3-1, TCE3-2, TCE3-3)
Land use	TCE and Residential use (special)
Plot ratio	1.5 -2.0:1
Urban scale	General range 3-5 storeys.



Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE3	1/3

Parcels



Parcel	Gross area (ha.)
TCE3-1	0.76
TCE3-2	0.64
TCE3-3	0.54

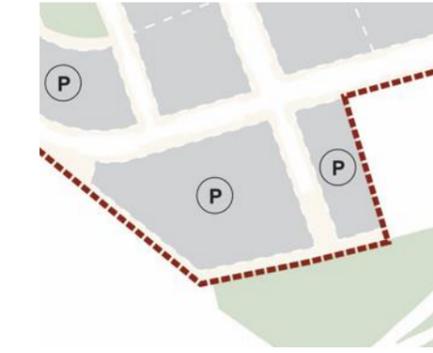
Indicative frontage land use



Ground floor/ground level

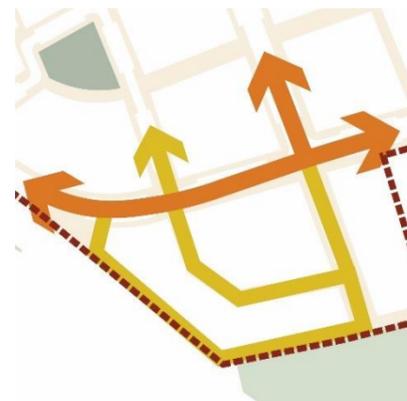


Upper floors

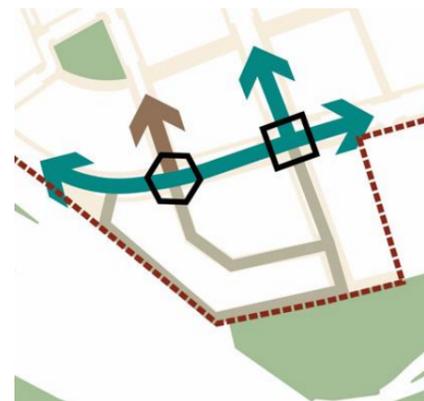


Basements/below podium

Routes



Movement

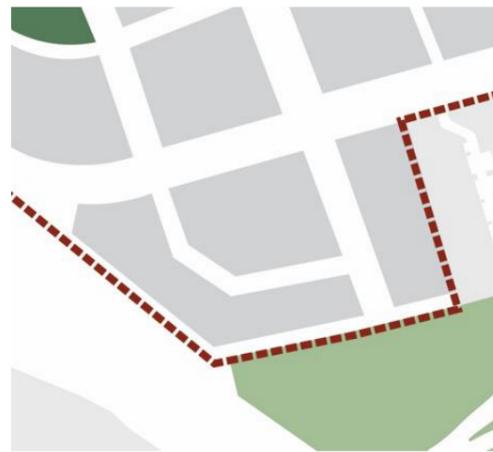


Overall land use



- Mixed Use / Access Parking / Servicing
- Independent or Connected Access Parking / Servicing
- Retail and Services Frontage
- UrbComm / Mixed Use Frontage
- SEU Frontage
- Civic and Community Frontage
- Residential Frontage
- Leisure, Recreation and Tourism Frontage
- Accessibility Hub
- Civic and Community Centre
- Hotel and Related Service
- Potential Social Enterprise
- Leisure, Recreation and Tourism
- Existing Frontage
- Key Retail and Services Frontage
- Key Mixed Use Frontage
- Key Residential Frontage
- Key SEU Frontage
- TCC Use Mix
- TCE Use Mix
- LUAS / LUAS Stop
- Strategic Route (M50)
- Arterial Route
- Primary (Link) Route
- Secondary (Link) Route
- Tertiary (Local) Route
- Green Avenue
- Tertiary/Local Street - Active Travel Vehicular
- Local Street Active Travel Pedestrian and Cyclist
- Access to Basement / Lower Levels
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Existing Signalled Junction (Link Route)
- Improved Signalled Junction (Link Route)
- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
- Improved Signalled Junction (Link Route / Access)
- Proposed Signalled Junction (Link Route / Access)
- Proposed Active Travel Crossing / Service Access

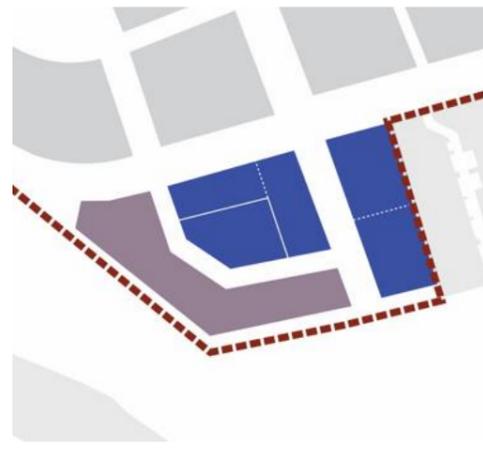
Urban blocks



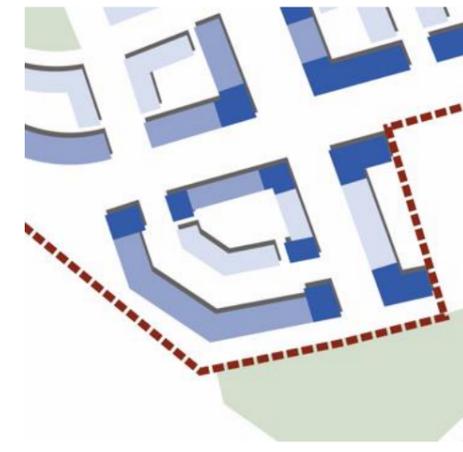
Landscape and open space



Indicative urban grain



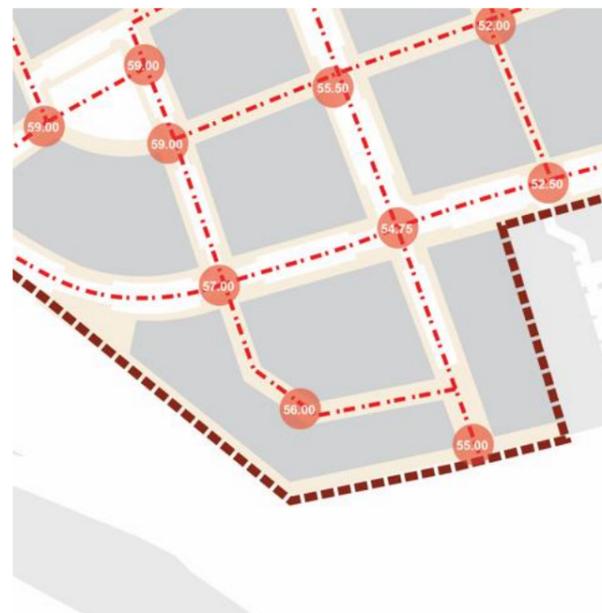
Building height



Indicative massing



Target levels



Centre lines and frontages



- 9-11 Storeys
- 7-8 Storeys
- 5-6 Storeys
- 4-5 Storeys
- 3-4 Storeys
- Existing Building
- Building Massing
- New Urban Block
- Existing Urban Block
- Key Urban Space
- Local Pocket Park
- Pedestrian Priority
- Strategic Open Space
- Open Space
- Urban landscape Element
- Landscape Buffer
- Amenity Frontage
- Fine Grain
- Medium Grain
- Coarse Grain
- Fixed Frontage
- Existing Frontage
- Centre Line
- Fixed / Existing Centre Line
- Flexible Centre Line

Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE3	2/3

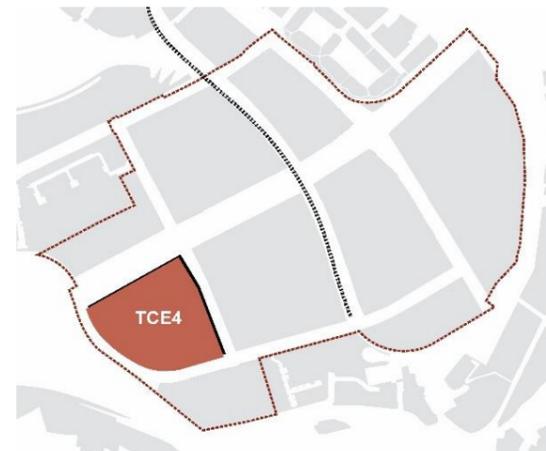
Indicative 3-dimensional massing



Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE3	3/3

Town Centre Environs

Superblock	TCE4
Area (Ha.)	3.39
Parcels	6 (TCE4-1, TCE4-2, TCE4-3, TCE4-4, TCE4-5, TCE4-6)
Land use	TCE and TCC uses
Plot ratio	1.5 -2.0:1
Urban scale	General range 3-5 storeys.



Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE4	1/3

Parcels



Parcel	Gross area (ha.)
TCE4-1	0.62
TCE4-2	0.56
TCE4-3	0.45
TCE4-4	0.74
TCE4-5	0.49
TCE4-6	0.53

Indicative frontage land use



Ground floor/ground level



Upper floors

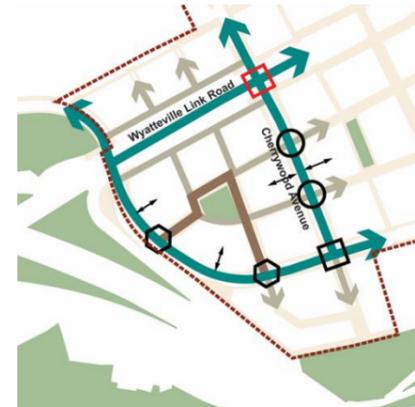


Basements/below podium

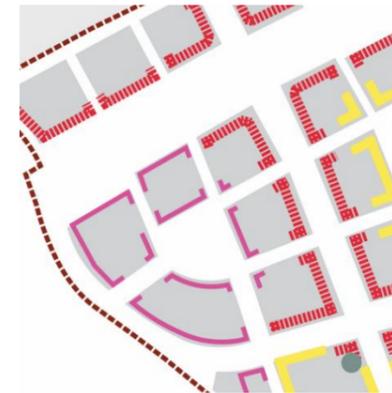
Routes



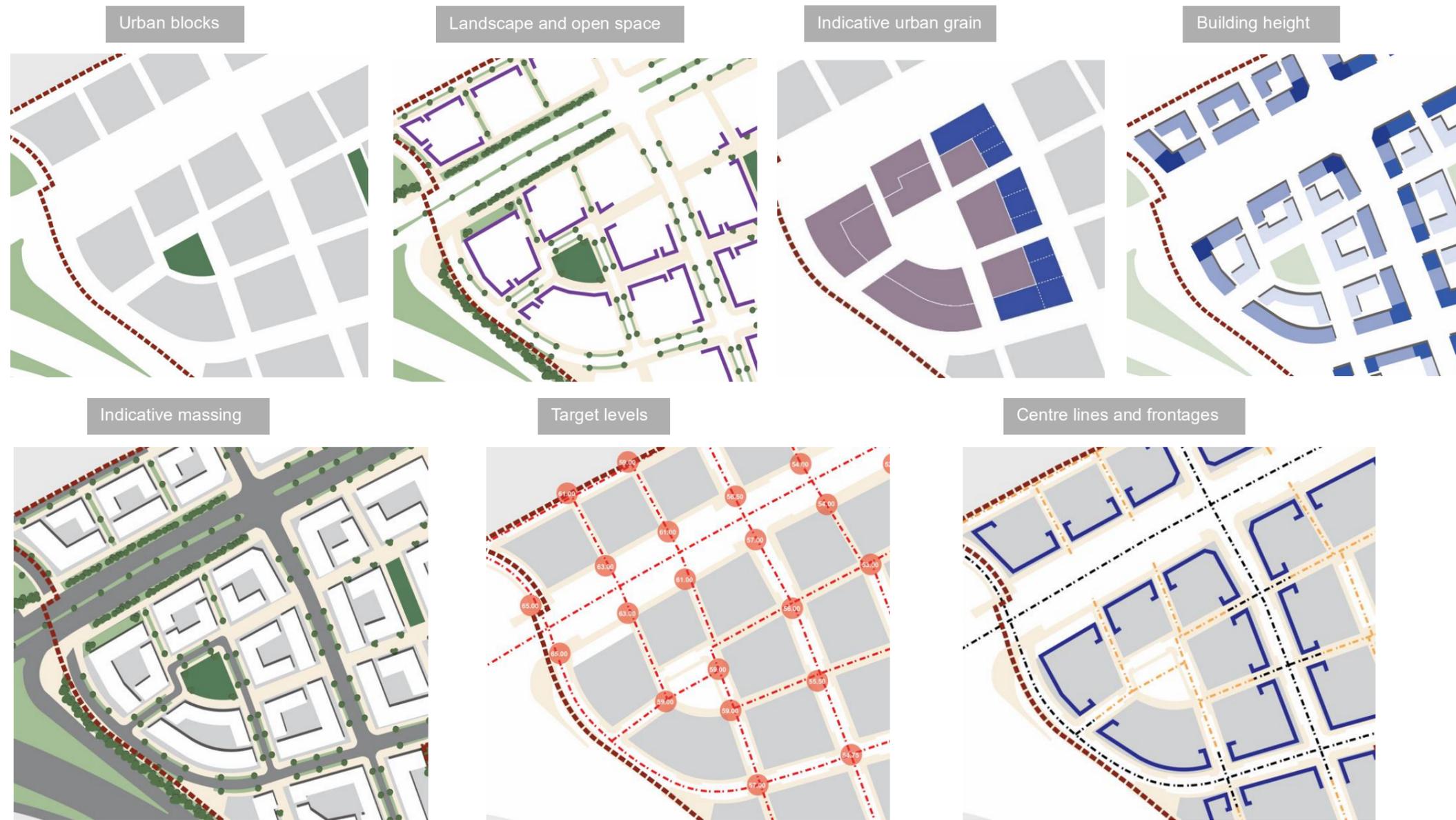
Movement



Overall land use



- Mixed Use / Access Parking / Servicing
- Independent or Connected Access Parking / Servicing
- Retail and Services Frontage
- UrbComm / Mixed Use Frontage
- SEU Frontage
- Civic and Community Frontage
- Residential Frontage
- Leisure, Recreation and Tourism Frontage
- Accessibility Hub
- Civic and Community Centre
- Hotel and Related Service
- Potential Social Enterprise
- Leisure, Recreation and Tourism
- Existing Frontage
- Key Retail and Services Frontage
- Key Mixed Use Frontage
- Key Residential Frontage
- Key SEU Frontage
- TCC Use Mix
- TCE Use Mix
- LUAS / LUAS Stop
- Strategic Route (M50)
- Arterial Route
- Primary (Link) Route
- Secondary (Link) Route
- Tertiary (Local) Route
- Green Avenue
- Tertiary/Local Street - Active Travel Vehicular
- Local Street Active Travel Pedestrian and Cyclist
- Access to Basement / Lower Levels
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Existing Signalled Junction (Link Route)
- Improved Signalled Junction (Link Route)
- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
- Improved Signalled Junction (Link Route / Access)
- Proposed Signalled Junction (Link Route / Access)
- Proposed Active Travel Crossing / Service Access



- 9-11 Storeys
- 7-8 Storeys
- 5-6 Storeys
- 4-5 Storeys
- 3-4 Storeys
- Existing Building
- Building Massing
- New Urban Block
- Existing Urban Block
- Key Urban Space
- Local Pocket Park
- Pedestrian Priority
- Strategic Open Space
- Open Space
- Urban landscape Element
- Landscape Buffer
- Amenity Frontage
- Fine Grain
- Medium Grain
- Coarse Grain
- Fixed Frontage
- Existing Frontage
- Centre Line
- Fixed / Existing Centre Line
- Flexible Centre Line

Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE4	2/3

Indicative 3-dimensional massing



Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE4	3/3

Town Centre Environs

Superblock	TCE5
Area (Ha.)	1.55
Parcels	4 (TCE5-1, TCE5-2, TCE5-3, TCE5-4)
Land use	TCE and TCC uses
Plot ratio	1.5 -2.0:1
Urban scale	General range 4-5 storeys.



Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE5	1/3

Parcels



Parcel	Gross area (ha.)
TCE5-1	0.25
TCE5-2	0.50
TCE5-3	0.40
TCE5-4	0.40

Indicative frontage land use



Ground floor/ground level



Upper floors

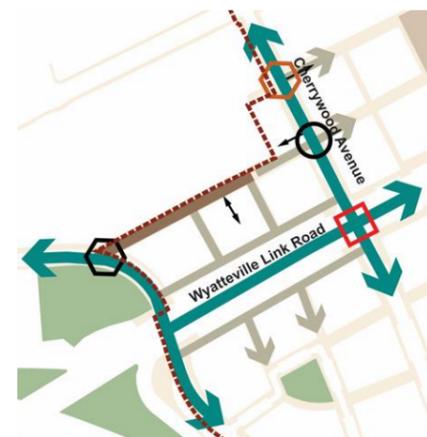


Basements/below podium

Routes



Movement

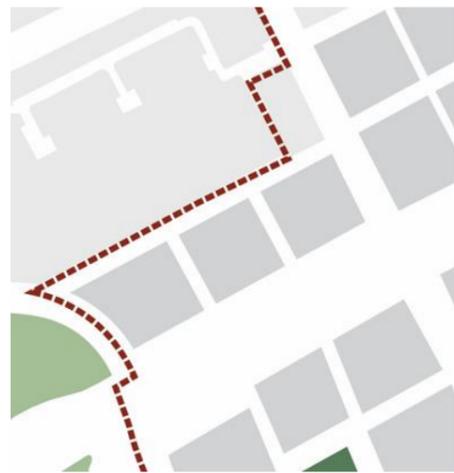


Overall land use



- Mixed Use / Access Parking / Servicing
- Independent or Connected Access Parking / Servicing
- Retail and Services Frontage
- UrbComm / Mixed Use Frontage
- SEU Frontage
- Civic and Community Frontage
- Residential Frontage
- Leisure, Recreation and Tourism Frontage
- Accessibility Hub
- Civic and Community Centre
- Hotel and Related Service
- Potential Social Enterprise
- Leisure, Recreation and Tourism
- Existing Frontage
- Key Retail and Services Frontage
- Key Mixed Use Frontage
- Key Residential Frontage
- Key SEU Frontage
- TCC Use Mix
- TCE Use Mix
- LUAS / LUAS Stop
- Strategic Route (M50)
- Arterial Route
- Primary (Link) Route
- Secondary (Link) Route
- Tertiary (Local) Route
- Green Avenue
- Tertiary/Local Street - Active Travel Vehicular
- Local Street Active Travel Pedestrian and Cyclist
- Access to Basement / Lower Levels
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Existing Signalled Junction (Link Route)
- Improved Signalled Junction (Link Route)
- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
- Improved Signalled Junction (Link Route / Access)
- Proposed Signalled Junction (Link Route / Access)
- Proposed Active Travel Crossing / Service Access

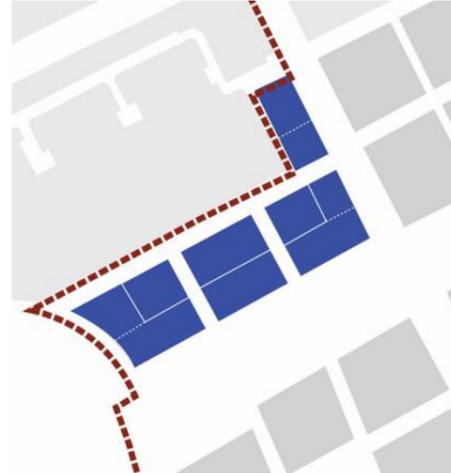
Urban blocks



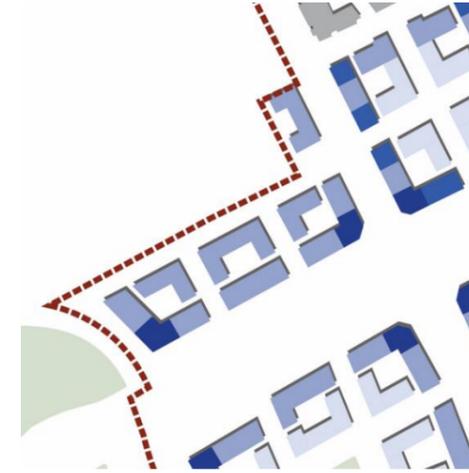
Landscape and open space



Indicative urban grain



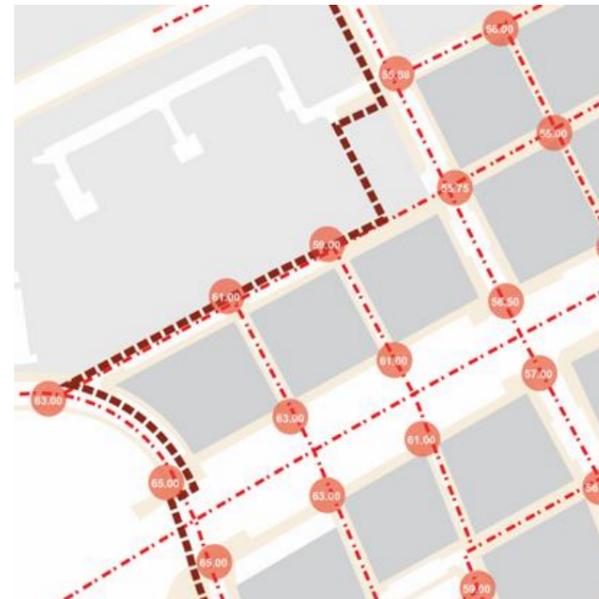
Building height



Indicative massing



Target levels



Centre lines and frontages



- 9-11 Storeys
- 7-8 Storeys
- 5-6 Storeys
- 4-5 Storeys
- 3-4 Storeys
- Existing Building
- Building Massing
- New Urban Block
- Existing Urban Block
- Key Urban Space
- Local Pocket Park
- Pedestrian Priority
- Strategic Open Space
- Open Space
- Urban landscape Element
- Landscape Buffer
- Amenity Frontage
- Fine Grain
- Medium Grain
- Coarse Grain
- Fixed Frontage
- Existing Frontage
- Centre Line
- Fixed / Existing Centre Line
- Flexible Centre Line

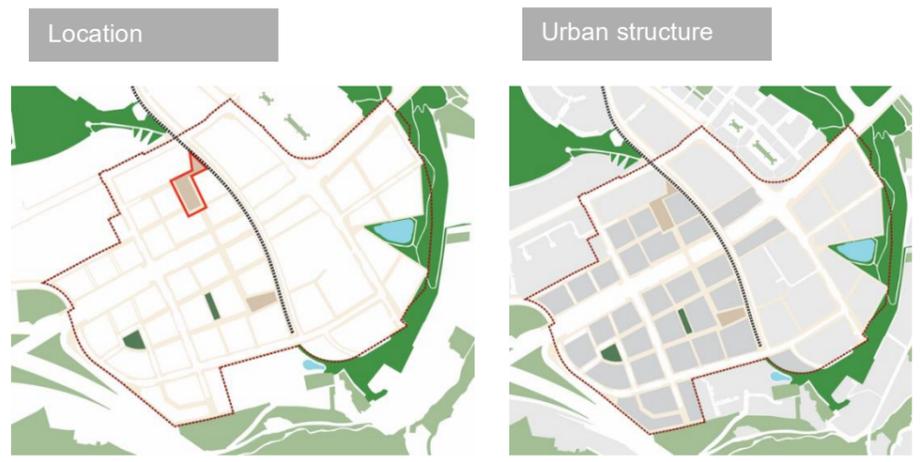
Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE5	2/3

Indicative 3-dimensional massing



Superblock code	Cherrywood TC
Town Centre Environs	Rev1
TCE5	3/3

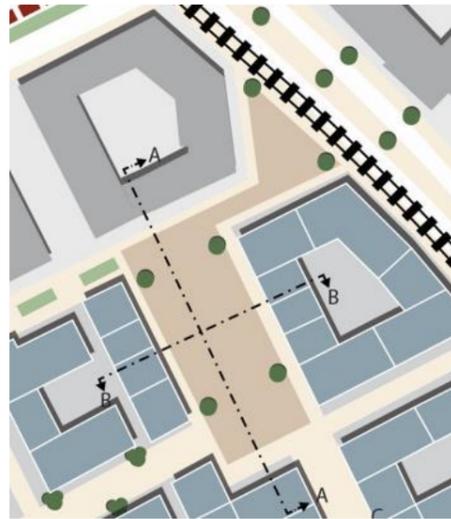
Cherrywood Square	
Urban space	CSQ-1
Area (Ha.)	0.33 ha. (Excluding completed section of space in TCC1A)
Orientation	North/north-west-South/south-east.
Long axis/length	80m – excluding existing street width in TCC1A
Short axis/width	40m
Urban scale	4-5 storeys
Enclosure ratio	c. 2.5:1
Urban grain	Mixed, including fine grain.
Land use frontage	Primarily retail and services at ground floor, mixed use and residential in upper floors.
Character	Robust, uncluttered and level space free from obstructions. Sloping, avoiding level breaks. High quality surface materials and street furniture for sitting and staying. Complementary mix of planted landscape elements.



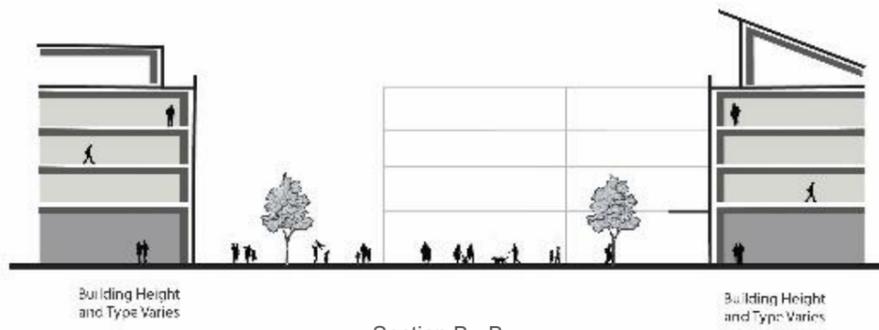
- Fixed Frontage
- Existing Frontage
- Centre Line
- Fixed / Existing Centre Line
- Flexible Centre Line

Urban space code	Cherrywood TC
Cherrywood Square	Rev1
CSQ-1	1/2

Indicative sections

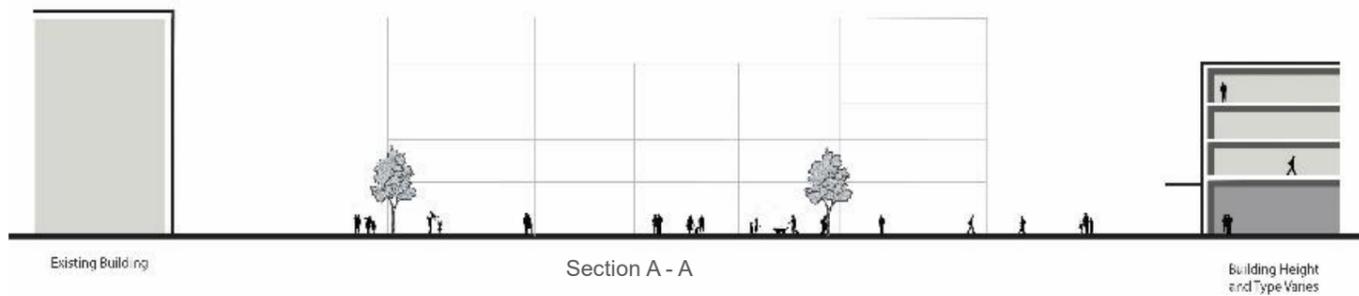


40m



Section B - B

90m - 95m



Section A - A

Urban space code	Cherrywood TC
Cherrywood Square	Rev1
CSQ-1	2/2

Indicative character and massing



Civic Square and Centre

Urban space	CSQ&C-1
Area (Ha.)	0.32 ha. (Excluding Civic Centre)
Orientation	East/north-east-West/south-west
Long axis/length	80m (excluding Grand Parade)
Short axis/width	40m
Urban scale	Generally, 4-5 storeys
Enclosure ratio	c. 2.5:1
Urban grain	Mixed, including fine grain.
Land use frontage	Primarily civic and community in parcel TCC3-6; Leisure, recreation and tourism in parcel TCC3-9; Retail and services at ground floor, mixed use and residential in upper floors to other frontages.
Character	Robust, uncluttered and level space free from obstructions. Sloping, avoiding level breaks. High quality surface materials and street furniture for sitting and staying. Secondary planted landscape elements.

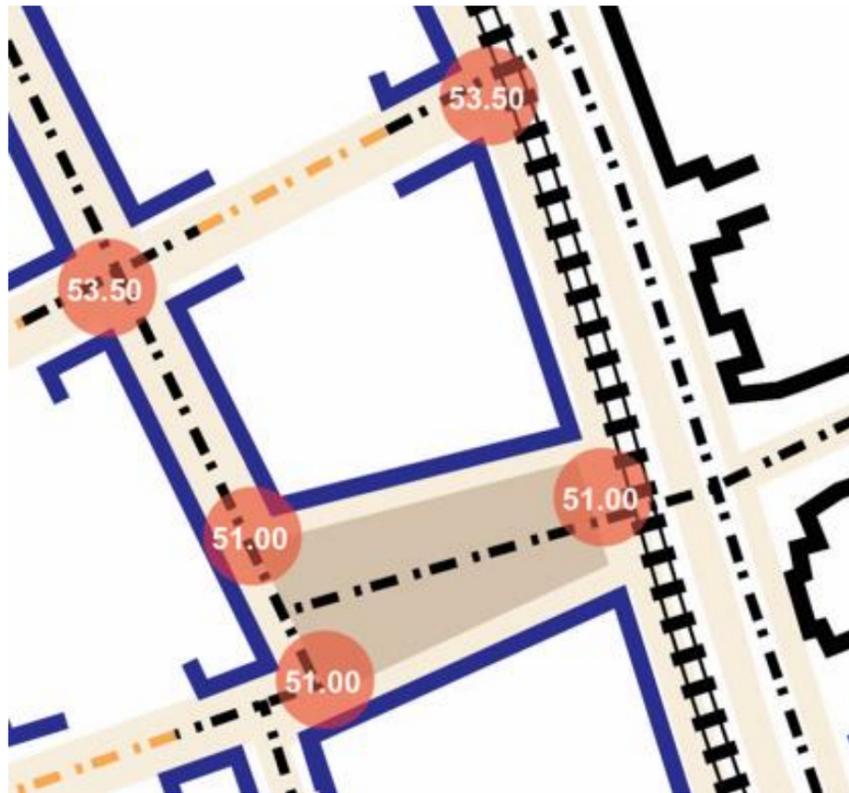
Location



Urban structure



Centre lines, frontages and target levels



-  Fixed Frontage
-  Existing Frontage
-  Centre Line
-  Fixed / Existing Centre Line
-  Flexible Centre Line

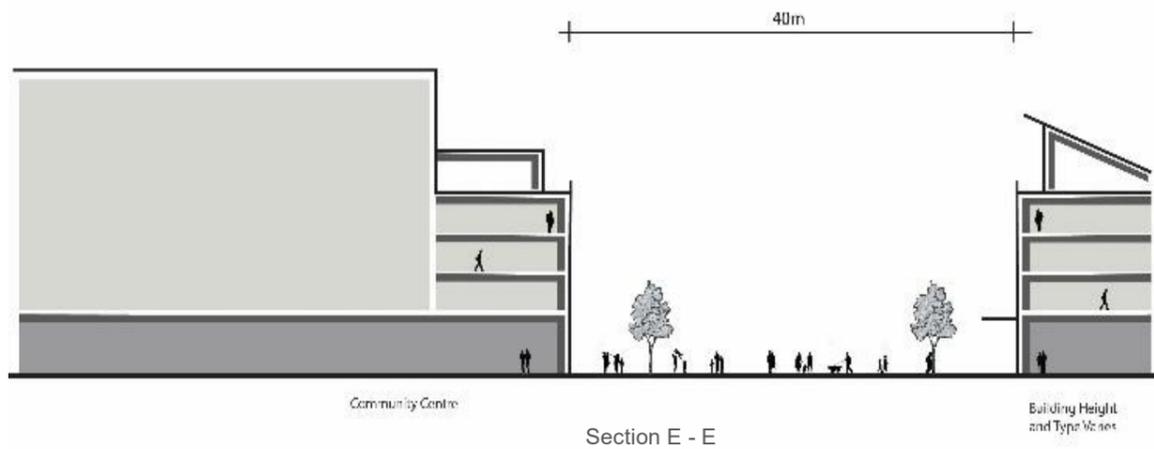
Urban space code	Cherrywood TC
Civic Square and Centre	Rev1
CSQ&C-1	1/2

USE

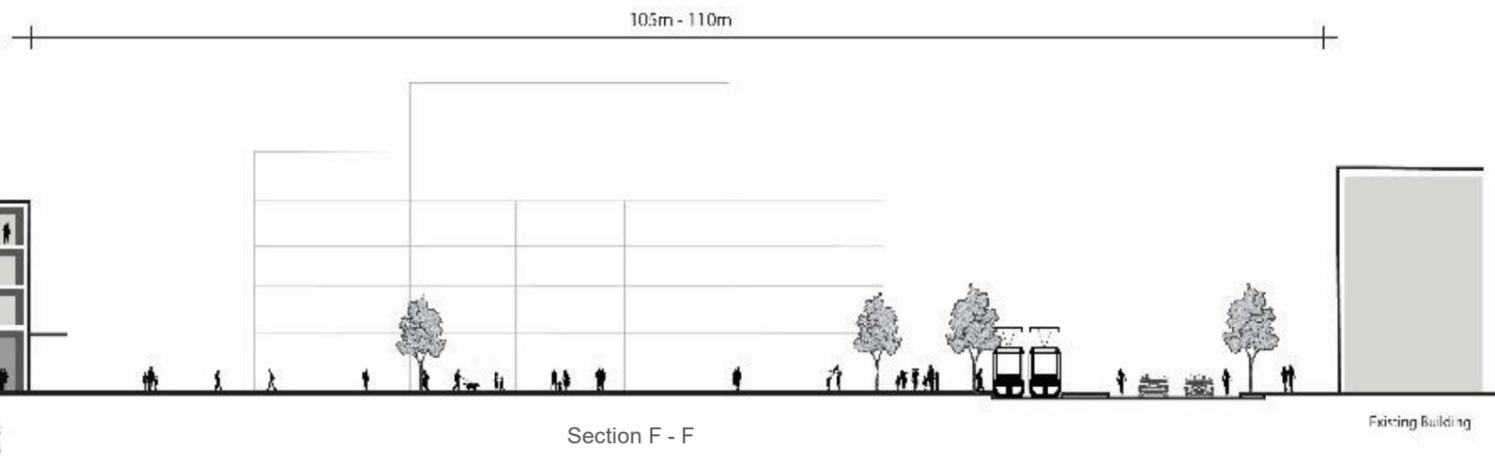
Indicative sections



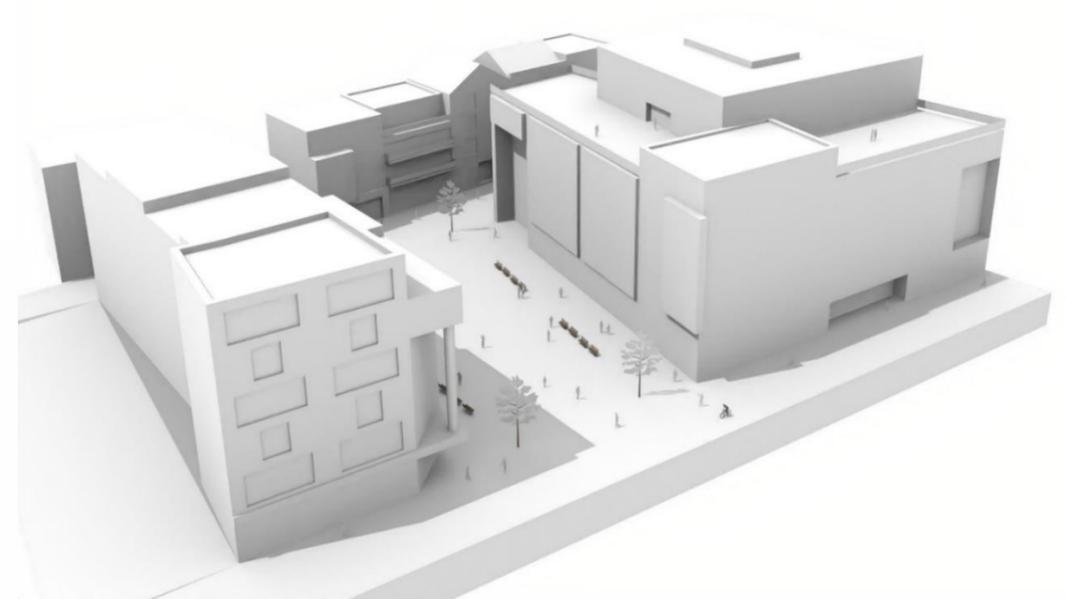
Indicative character and massing



Section E - E



Section F - F



Urban space code	Cherrywood TC
Civic Square and Centre	Rev1
CSQ&C-1	2/2

Pocket Space – TCC3	
Urban space	PS-1
Area (Ha.)	0.17 ha.
Orientation	North/north-west-South/south-east
Long axis/length	Approx. 60 - 65m
Short axis/width	Approx. 26m – 28m
Urban scale	4-5 storeys
Enclosure ratio	2:1 to 2.5:1
Urban grain	Medium grain
Land use frontage	Primarily residential use at ground and upper floors.
Character	Intimate planted space with landscape character, providing for play facilities and street furniture for sitting and staying.

Location



Urban structure



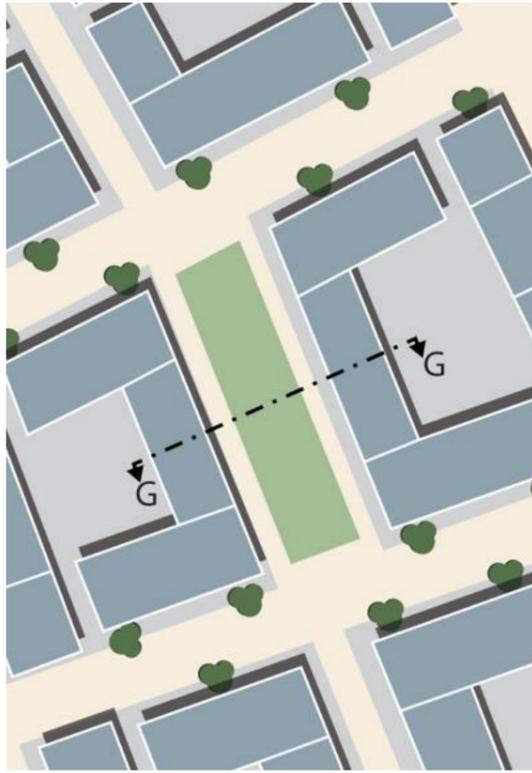
Centre lines, frontages and target levels



-  Fixed Frontage
-  Existing Frontage
-  Centre Line
-  Fixed / Existing Centre Line
-  Flexible Centre Line

Urban space code	Cherrywood TC
Pocket Space	Rev1
PS-1	1/2

Indicative sections

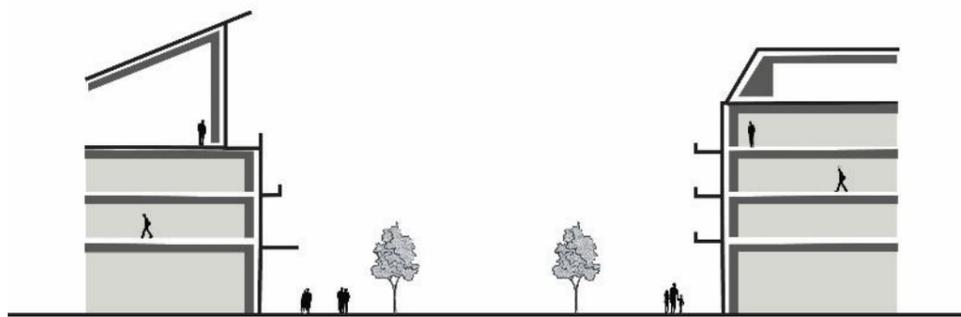
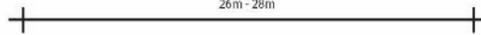


Indicative character and massing



Local Pocket Park TCC3

26m - 28m



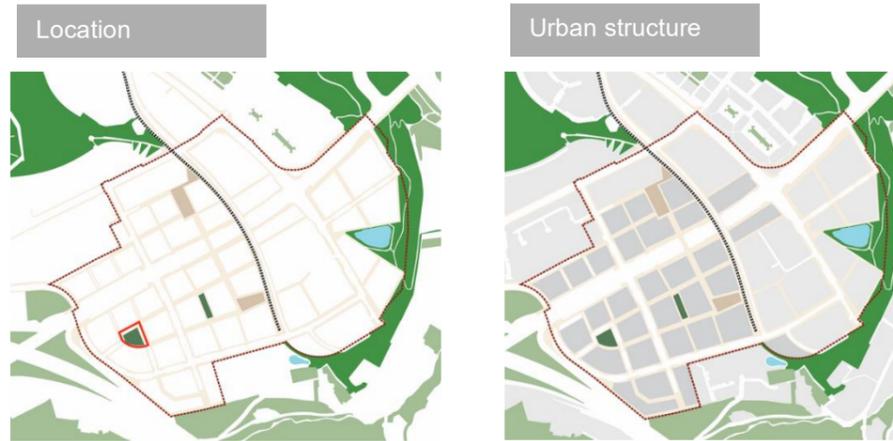
Building Height
and Type Varies

Building Height
and Type Varies

Section G - G

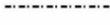
Urban space code	Cherrywood TC
Pocket Space	Rev1
PS-1	2/2

Cherrywood Green – TCE 4	
Urban space	CG-1
Area (Ha.)	Approx 0.3 ha. Check.
Orientation	North/north-west-South/south-east
Long axis/length	Irregular, approx. 45 - 50m
Short axis/width	Irregular, approx. 40m – 45m
Urban scale	3-5 storeys
Enclosure ratio	2.5-3.0:1
Urban grain	Medium and coarse grain
Land use frontage	TCE uses
Character	Green planted space with landscape elements, play facilities and street furniture for sitting and staying.



Centre lines, frontages and target levels



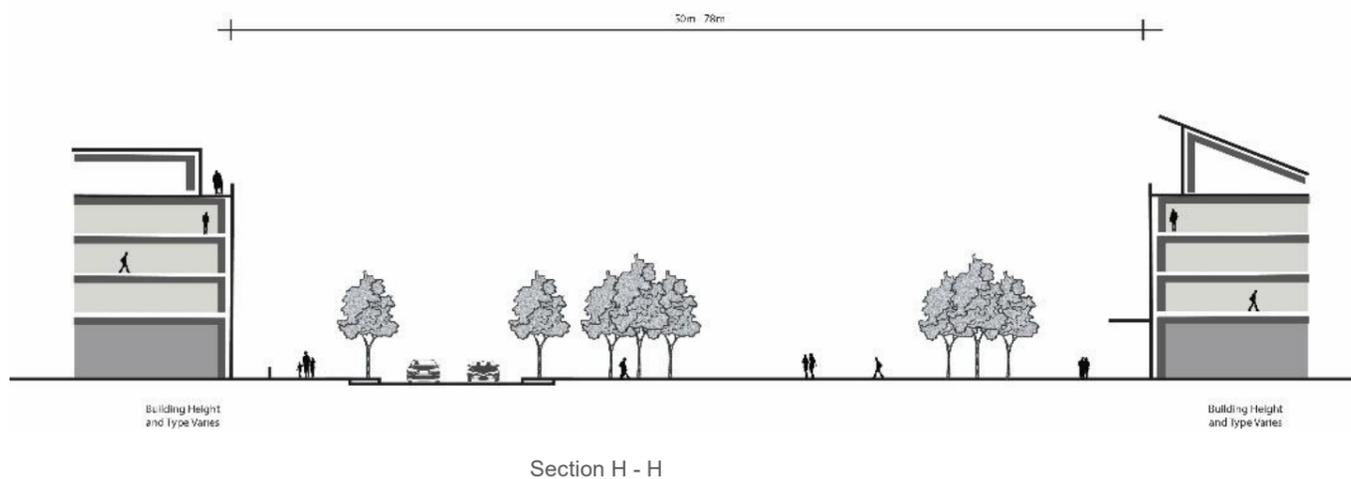
-  Fixed Frontage
-  Existing Frontage
-  Centre Line
-  Fixed / Existing Centre Line
-  Flexible Centre Line

Urban space code	Cherrywood TC
Cherrywood Green	Rev1
CG-1	1/2

Indicative sections



Indicative character and massing



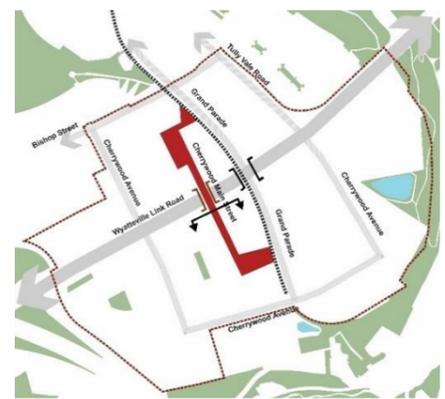
Urban space code	Cherrywood TC
Cherrywood Green	Rev1
CG-1	2/2

Cherrywood Main Street

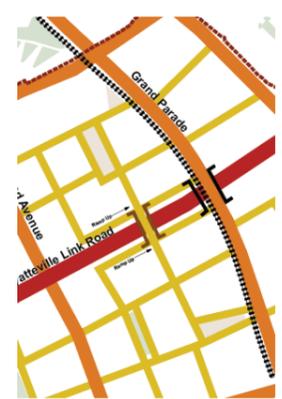
Urban space	CMS-1
Length	Approx. 250m (between Cherrywood Square and Civic Square entrances)
Orientation	North/north-west-South/south-east
Critical Axis	Centre line fixed and perpendicular (90 degrees) to existing TCC1A/TCC1B interface alignment
Width	15-18m (building to building)
Urban scale	4-6 storeys
Enclosure ratio	Not less than 1.0:1
Urban grain	Mixed, including fine grain.
Land use frontage	Primarily retail and services at ground floor, mixed use and residential in upper floors.
Character	Enclosed main street, with continuous fine grain frontage. Uncluttered space, free from obstructions. Gently sloping approaches to new Main Street Bridge, avoiding level breaks. High quality surface materials and street furniture for sitting and staying. Secondary planted landscape elements.
Movement	Pedestrian and cycle only. Managed street loading, servicing and maintenance. Emergency access.

Urban street code	Cherrywood TC
Cherrywood Main Street	Rev1
CMS-1	1/2

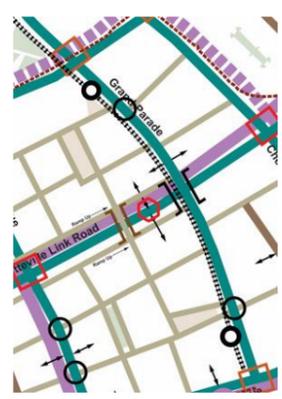
Location



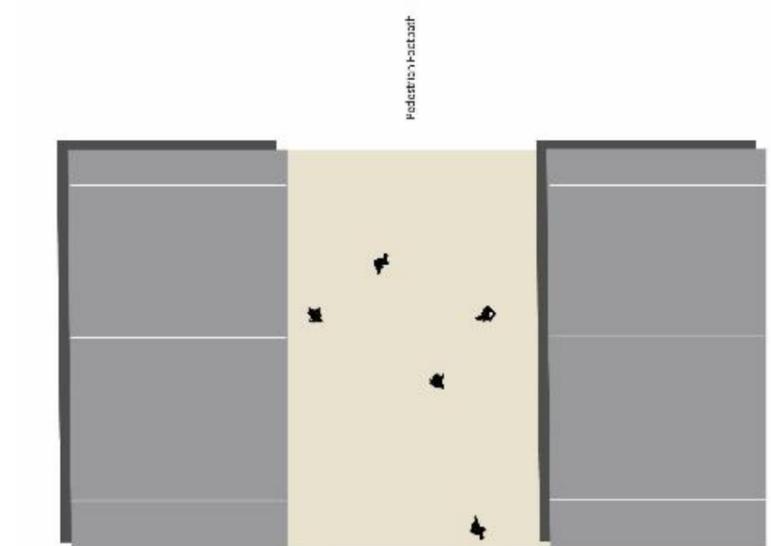
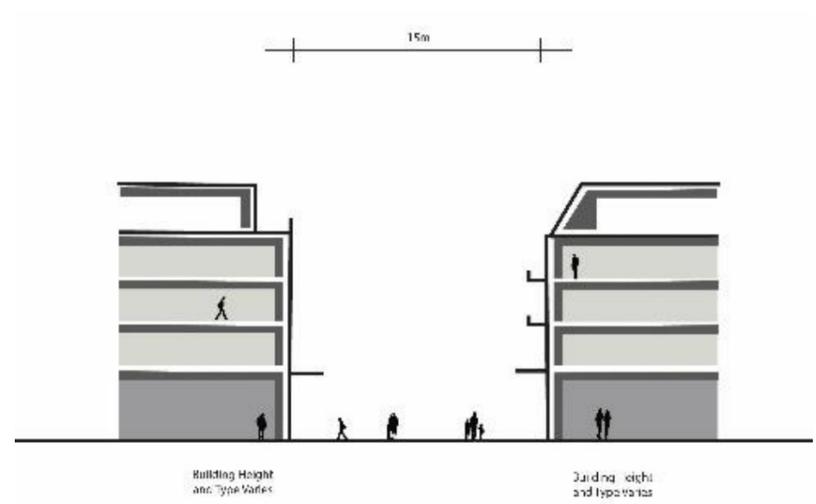
Route structure



Movement

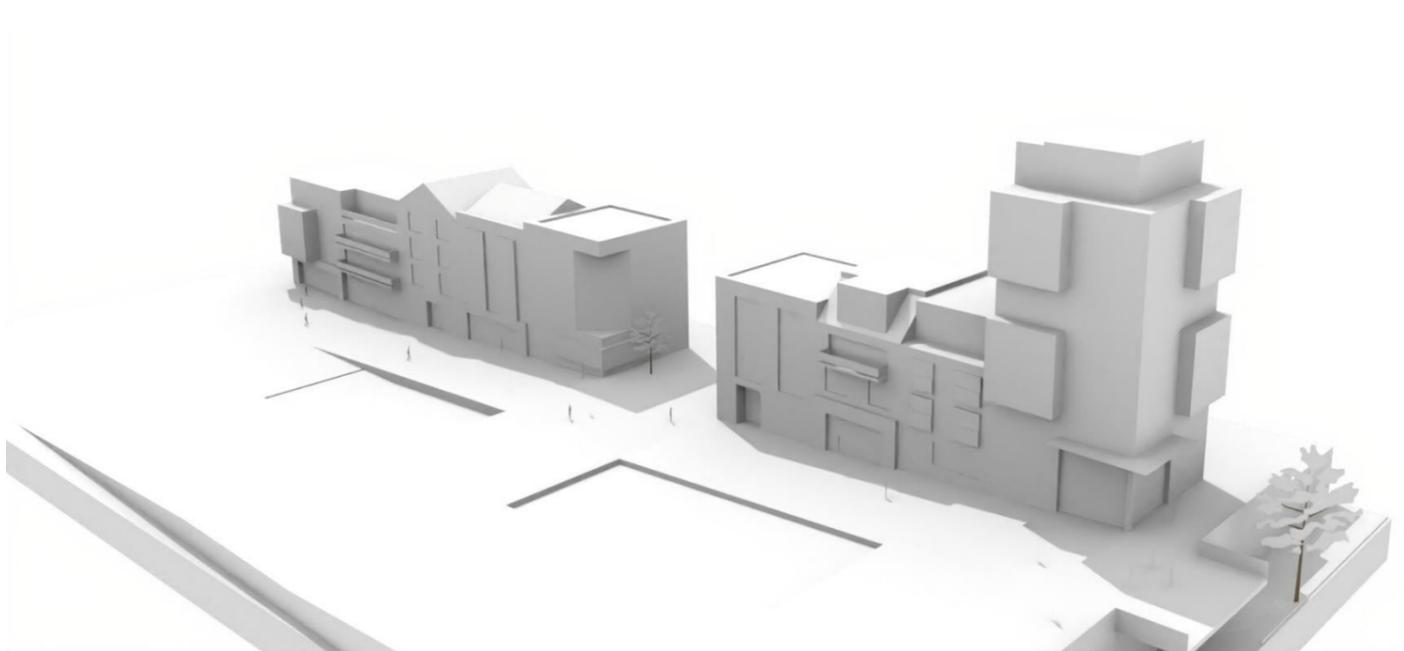


Indicative section



- LUAS / LUAS Stops
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Existing Signalled Junction (Link Route)
- Improved Signalled Junction (Link Route)
- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
- Improved Signalled Junction (Link Route / Access)
- Proposed Signalled Junction (Link Route / Access)
- Proposed Active Travel Crossing / Service Access
- Existing Bus Route / Bus Stops
- Potential Quality Bus Route
- Green Avenue
- Tertiary / Local Street / Active Travel / Vehicular
- Local Street / Active Travel / Pedestrian and Cyclist
- Access to Basement / Lower Levels

Indicative character and massing

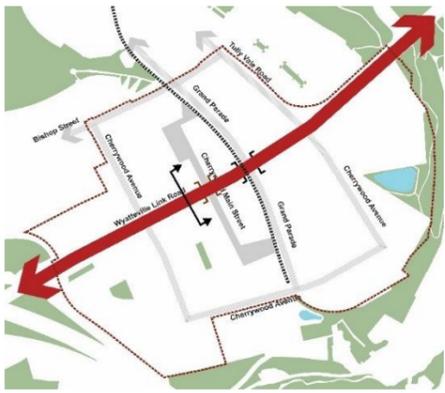


Urban street code	Cherrywood TC
Cherrywood Main Street	Rev1
CMS-1	2/2

Wyattville Link Road

Urban space	WLR-1
Length	Approx. 1km (between M50 ramp and N11 Junction)
Orientation	East/north-east, West/south-west
Critical Axis	Centre line fixed.
Width	58-62m (building to building)
Urban scale	4-8 storeys
Enclosure ratio	Min. 1:2.5
Urban grain	Medium grain
Land use frontage	Primarily UrbComm at ground floor, mixed use and residential in upper floors.
Character	Major link vehicular route with continuous frontage. Planted landscape elements and treelines serving as buffer between road and pedestrian/cycle movement.
Movement	Link route. Shared - vehicular, pedestrian and cycle

Location



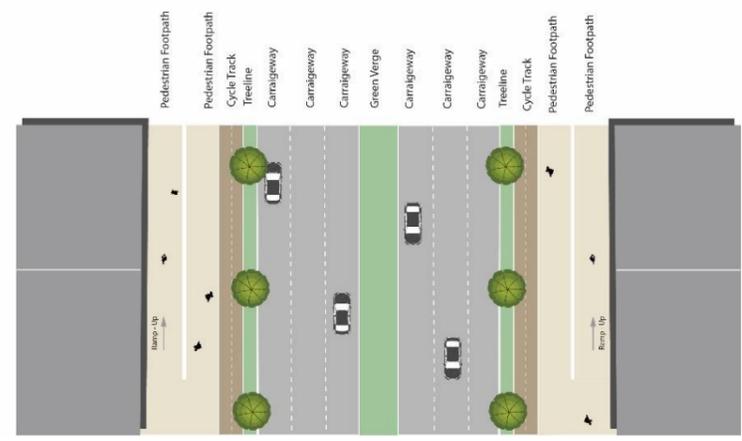
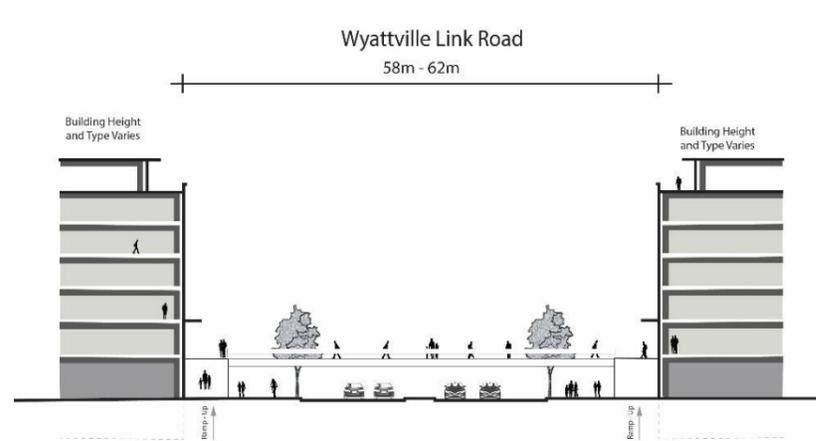
Route structure



Movement



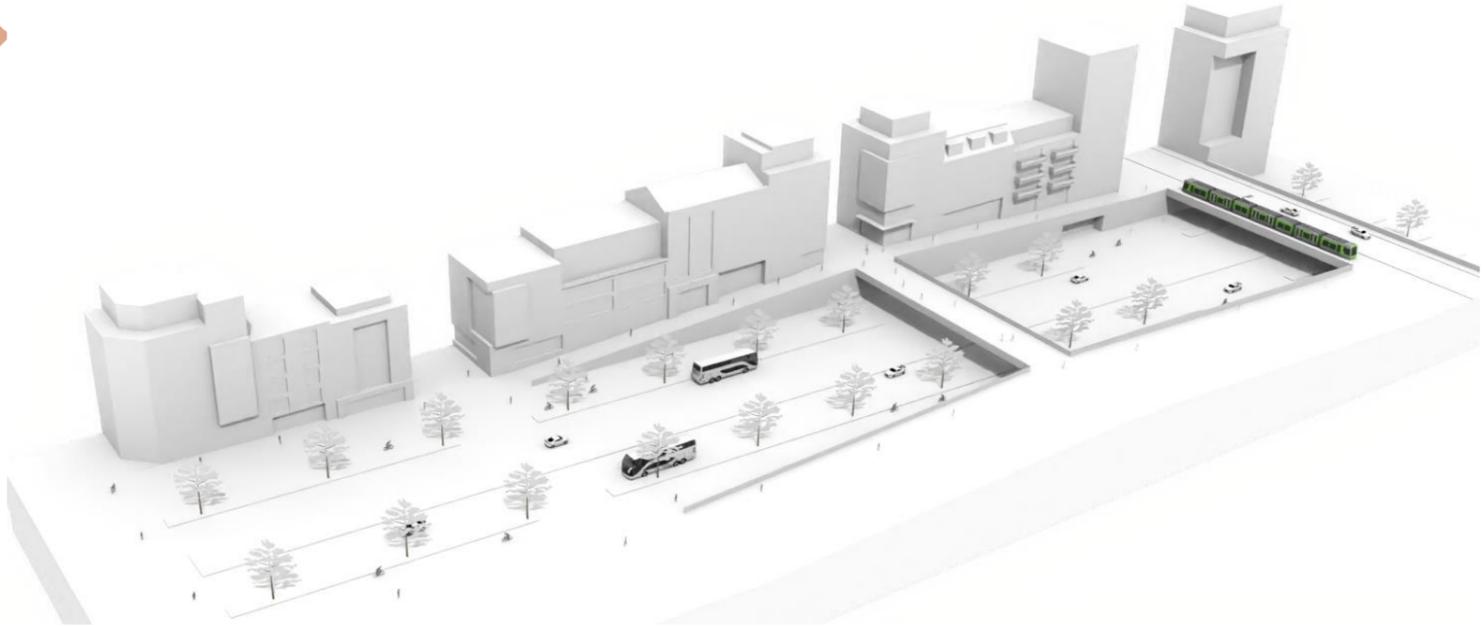
Indicative section



- LUAS / LUAS Stops
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Existing Signalled Junction (Link Route)
- Improved Signalled Junction (Link Route)
- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
- Improved Signalled Junction (Link Route / Access)
- Proposed Signalled Junction (Link Route / Access)
- Proposed Active Travel Crossing / Service Access
- Existing Bus Route / Bus Stops
- Potential Quality Bus Route
- Green Avenue
- Tertiary / Local Street / Active Travel / Vehicular
- Local Street / Active Travel / Pedestrian and Cyclist
- Access to Basement / Lower Levels

Urban street code	Cherrywood TC
Wyattville Link Road	Rev1
WLR-1	1/2

Indicative character and massing



Urban street code	Cherrywood TC
Wyattville Link Road	Rev1
WLR-1	2/2

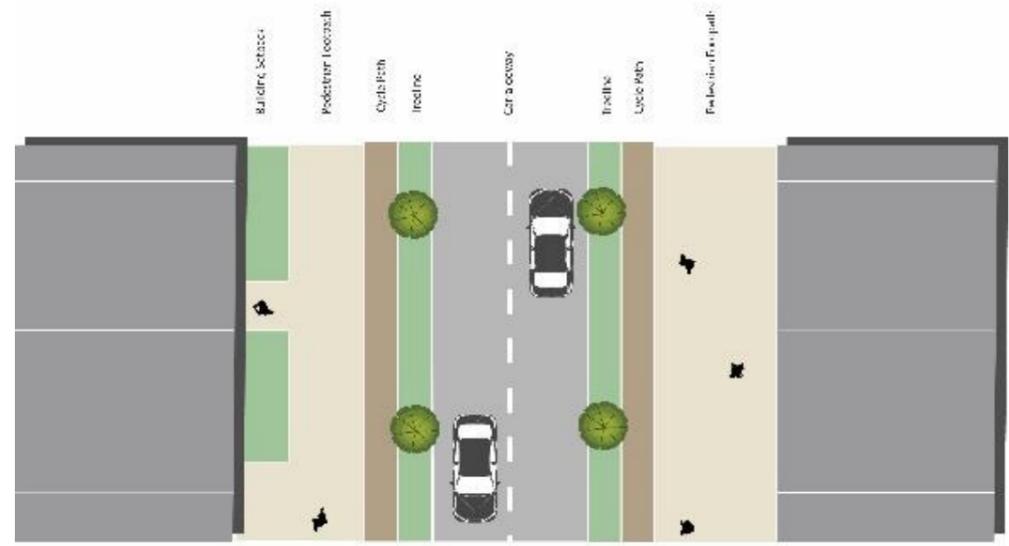
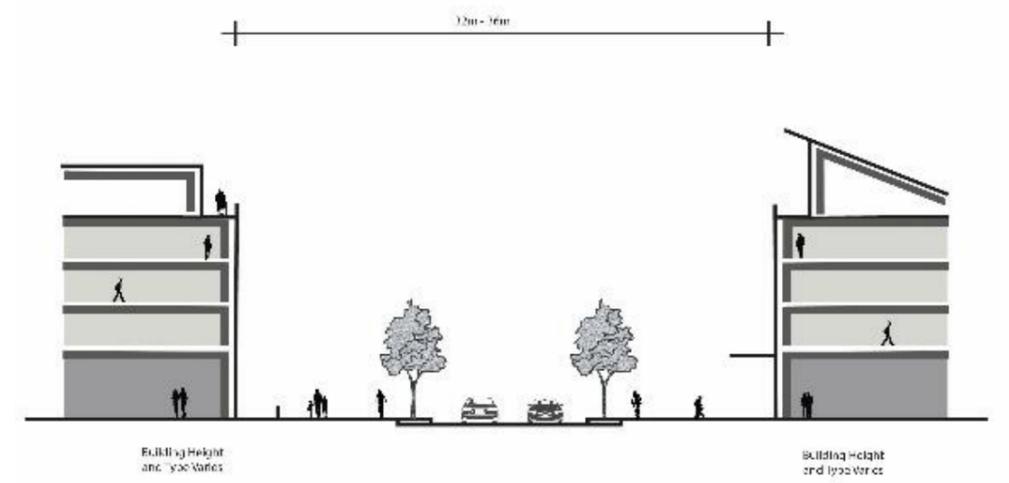
Cherrywood Avenue

Urban space	CA-1
Length	West section approx. 480m, South section approx 460m, East section approx 300m.
Orientation	Varies
Critical Axis	Centre lines fixed.
Width	Varies. Approx. 32-36m (building to building)
Urban scale	4-6 storeys
Enclosure ratio	Varies. Approx. 2.0:1.
Urban grain	Mixed grain.
Land use frontage	Primarily mixed use at both ground and upper floors
Character	Enclosed avenue, with continuous building frontage. Strong treeline along both side of the road. Integrated SuDS. Dedicated quality cycle and pedestrian facilities.
Movement	Link route. Shared - vehicular, pedestrian and cycle.

Urban street code	Cherrywood TC
Cherrywood Avenue	Rev1
CA-1	1/2



Indicative section



- LUAS / LUAS Stops
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Existing Signalled Junction (Link Route)
- Improved Signalled Junction (Link Route)
- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
- Improved Signalled Junction (Link Route / Access)
- Proposed Signalled Junction (Link Route / Access)
- Proposed Active Travel Crossing / Service Access
- Existing Bus Route / Bus Stops
- Potential Quality Bus Route
- Green Avenue
- Tertiary / Local Street / Active Travel / Vehicular
- Local Street / Active Travel / Pedestrian and Cyclist
- Access to Basement / Lower Levels

Indicative character and massing

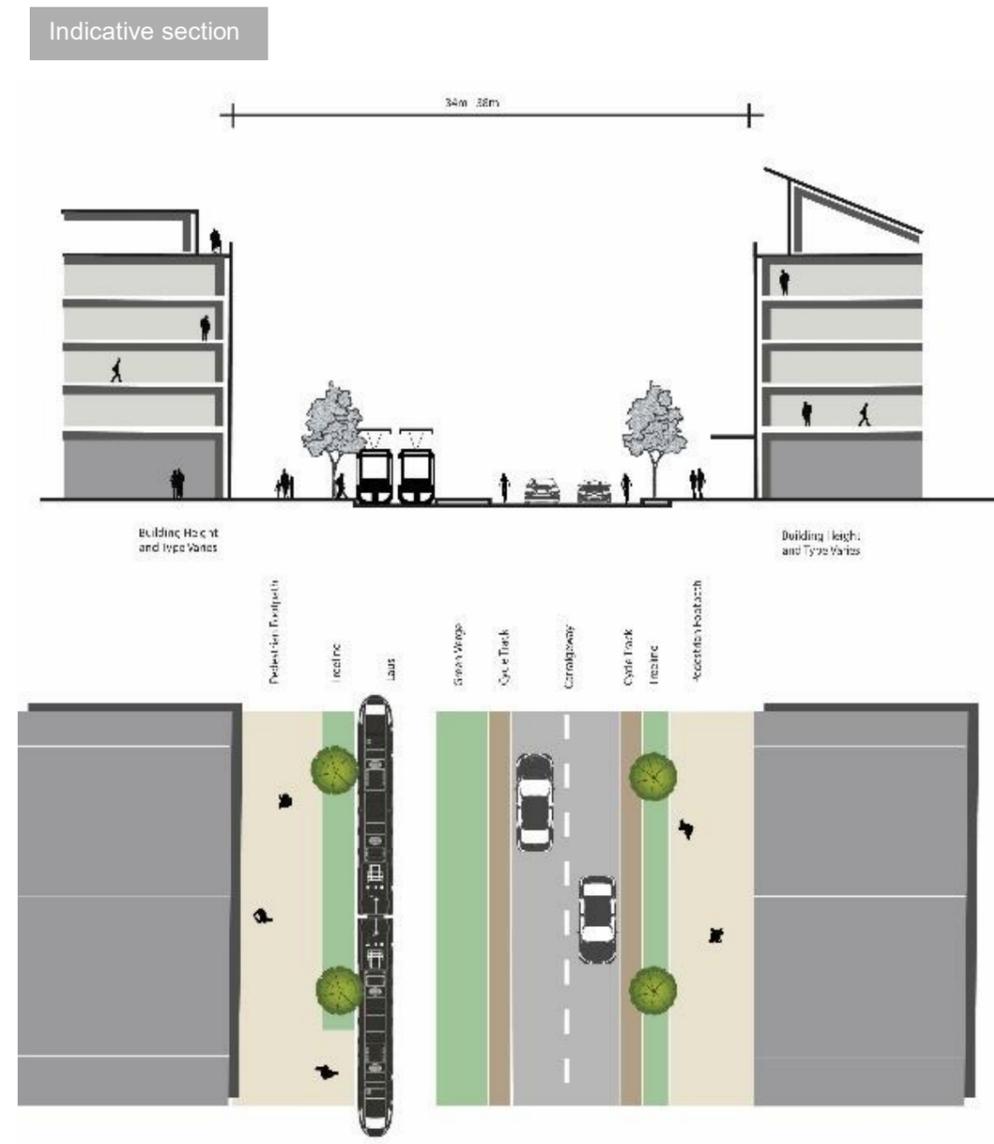
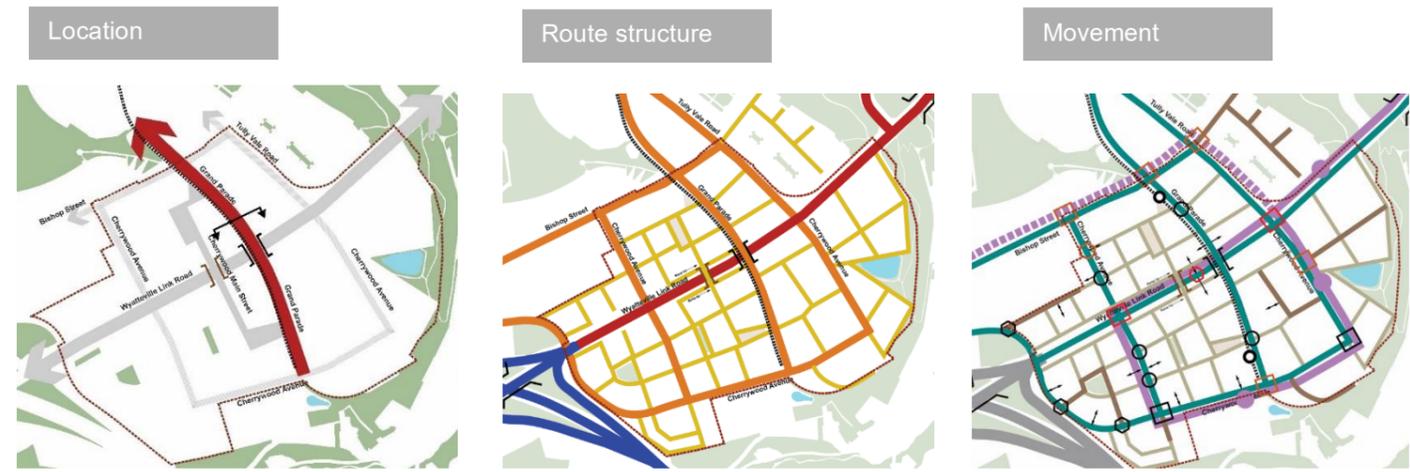


Urban street code	Cherrywood TC
Cherrywood Avenue	Rev1
CA-1	2/2

Grand Parade

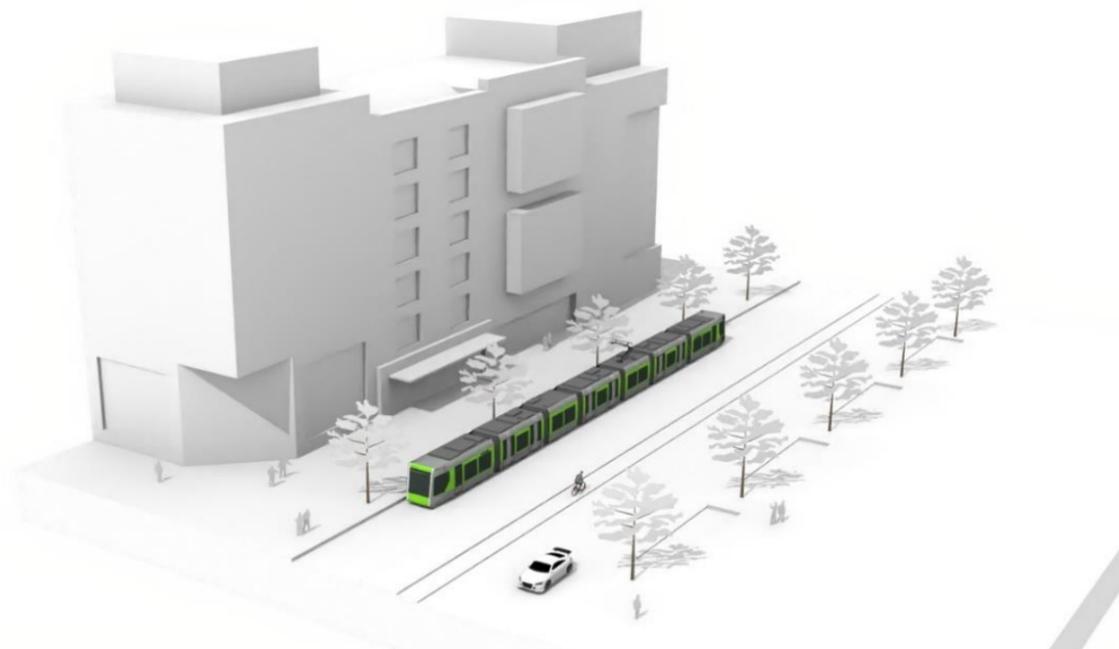
Urban space	GP-1
Length	Approx. 550m North/north-west-South/south-east (between Bishop street and Cherrywood avenue)
Orientation	North/north-west-South/south-east, East/north east – West/south west
Critical Axis	Centre line alignment fixed and parallel to building frontages on adjacent blocks centre line
Width	34 - 38m (building to building)
Urban scale	Generally, 5-7 storeys, with taller elements at crossing of Wyattville Link Road.
Enclosure ratio	Varies. Approx. 1.5-2.0:1
Urban grain	Mixed grain.
Land use frontage	Primarily retail and services at ground floor, mixed use and residential in upper floors.
Character	Enclosed Luas avenue, with mixed use continuous frontage. Strong treeline along both sides of the avenue.
Movement	Shared - Luas, vehicular, pedestrian and cycle

Urban street code	Cherrywood TC
Grand Parade	Rev1
GP-1	1/2



- LUAS / LUAS Stops
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Existing Signalled Junction (Link Route)
- Improved Signalled Junction (Link Route)
- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
- Improved Signalled Junction (Link Route / Access)
- Proposed Signalled Junction (Link Route / Access)
- Proposed Active Travel Crossing / Service Access
- Existing Bus Route / Bus Stops
- Potential Quality Bus Route
- Green Avenue
- Tertiary / Local Street / Active Travel / Vehicular
- Local Street / Active Travel / Pedestrian and Cyclist
- Access to Basement / Lower Levels

Indicative character and massing

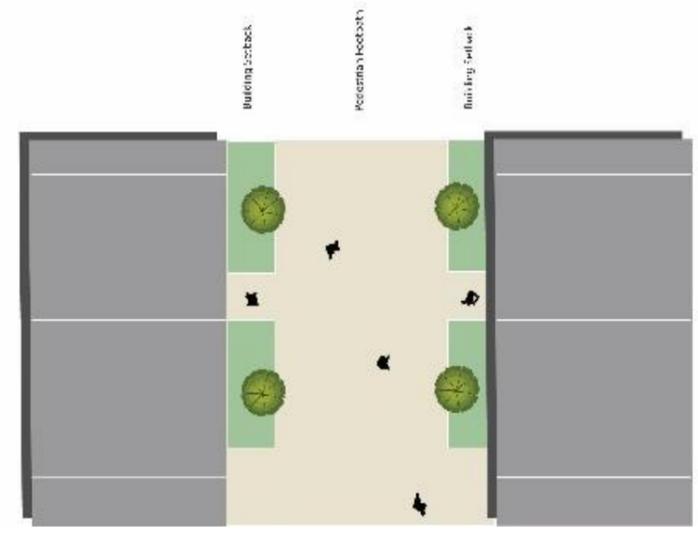
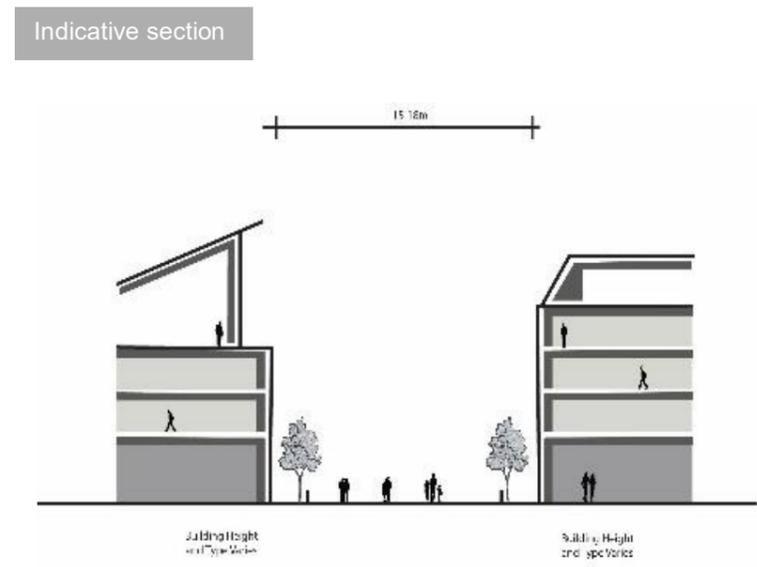


Urban street code	Cherrywood TC
Grand Parade	Rev1
GP-1	2/2

Local Street – Type A and B

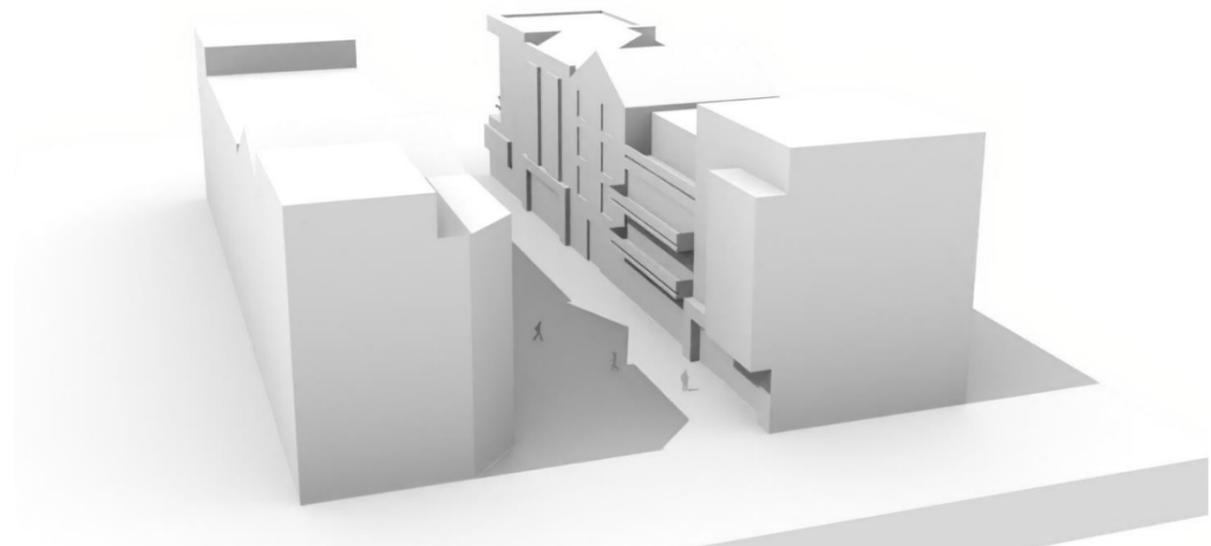
Urban space	LSAB-1
Length	Varies.
Orientation	Type A: North/north-west – South/south-east. Type B: East/north-east – West/south-west
Critical Axis	Referenced to fixed and flexible building lines.
Width	Type A: 15m (building to building). Type B: 18m (building to building).
Urban scale	3-6 storeys
Enclosure ratio	Min. 1.0:1
Urban grain	Mixed
Land use frontage	Varies.
Character	Enclosed local street with continuous frontage. Uncluttered space free from obstructions. High quality surface materials and street furniture for sitting and staying. Secondary planted landscape elements.
Movement	Pedestrian and cycle only. Managed street loading and servicing, maintenance. Emergency access.

Urban street code	Cherrywood TC
Local Street – A/B	Rev1
LSAB-1	1/2



- LUAS / LUAS Stops
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Existing Signalled Junction (Link Route)
- Improved Signalled Junction (Link Route)
- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
- Improved Signalled Junction (Link Route / Access)
- Proposed Signalled Junction (Link Route / Access)
- Proposed Active Travel Crossing / Service Access
- Existing Bus Route / Bus Stops
- Potential Quality Bus Route
- Green Avenue
- Tertiary / Local Street / Active Travel / Vehicular
- Local Street / Active Travel / Pedestrian and Cyclist
- Access to Basement / Lower Levels

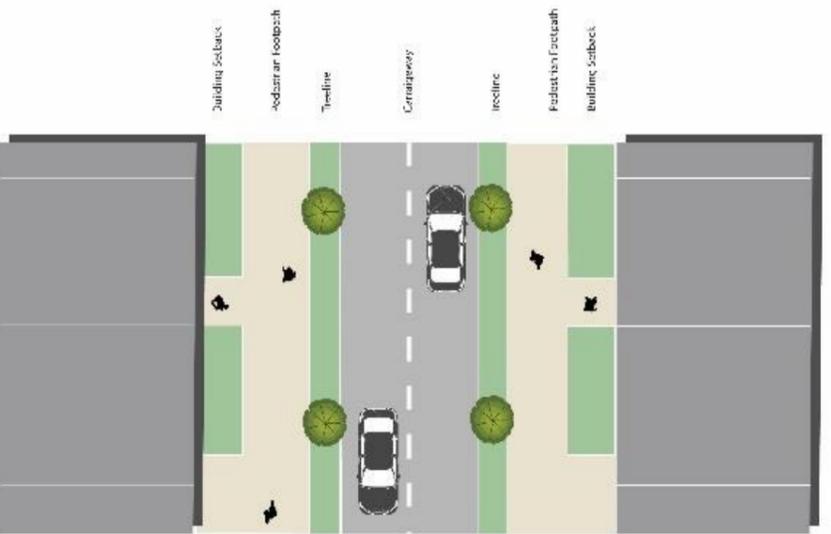
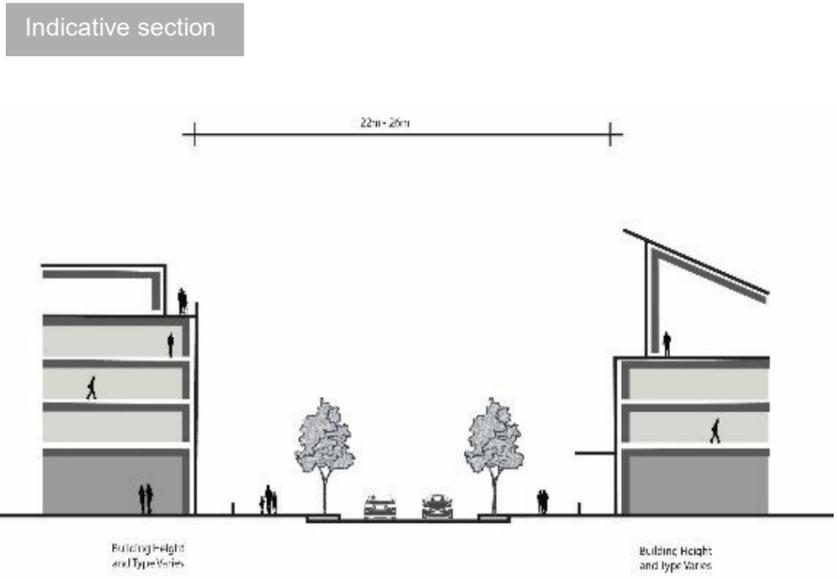
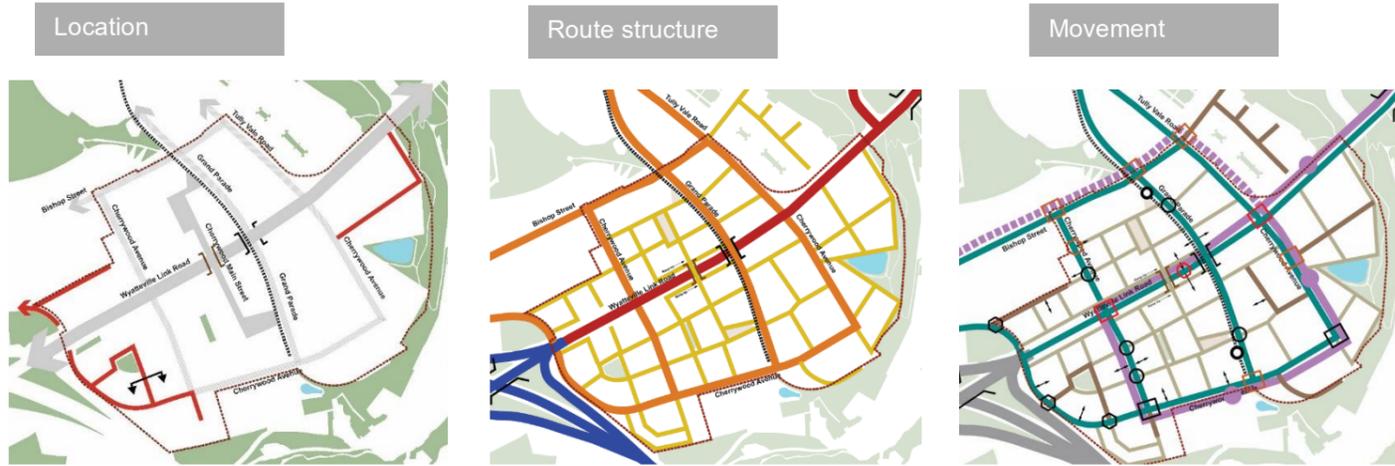
Indicative character and massing



Urban street code	Cherrywood TC
Local Street – A/B	Rev1
LSAB-1	2/2

Local Street – Type C

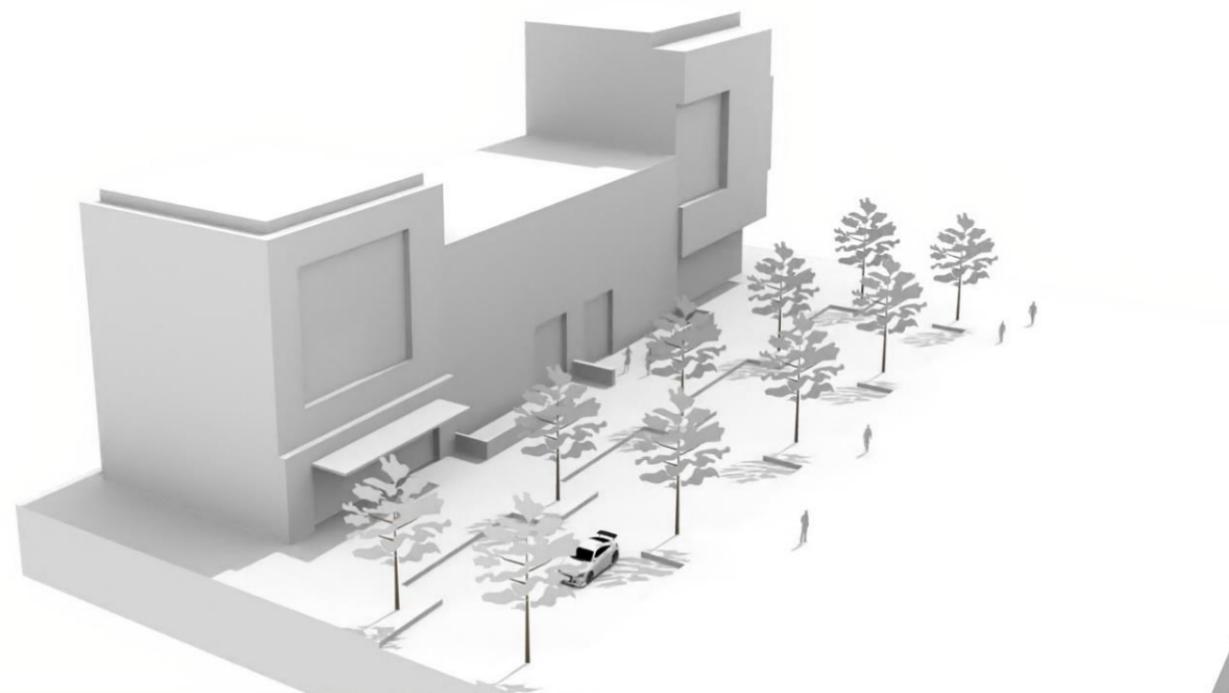
Urban space	LSC-1
Length	Varies.
Orientation	Varies.
Critical Axis	Referenced to fixed and flexible centre lines.
Width	22m-26m (building to building)
Urban scale	Varies.
Enclosure ratio	Approx 1.5 – 2.0:1
Urban grain	Varies.
Land use frontage	Varies.
Character	Enclosed pedestrian and cycle-friendly local street with local vehicular access. Distinctive treeline and planting structure along both sides of the road.
Movement	Shared. Local vehicular access, pedestrian and cycle friendly.



- LUAS / LUAS Stops
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Existing Signalled Junction (Link Route)
- Improved Signalled Junction (Link Route)
- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
- Improved Signalled Junction (Link Route / Access)
- Proposed Signalled Junction (Link Route / Access)
- Proposed Active Travel Crossing / Service Access
- Existing Bus Route / Bus Stops
- Potential Quality Bus Route
- Green Avenue
- Tertiary / Local Street / Active Travel / Vehicular
- Local Street / Active Travel / Pedestrian and Cyclist
- Access to Basement / Lower Levels

Urban street code	Cherrywood TC
Local Street – C	Rev1
LSC-1	1/2

Indicative character and massing

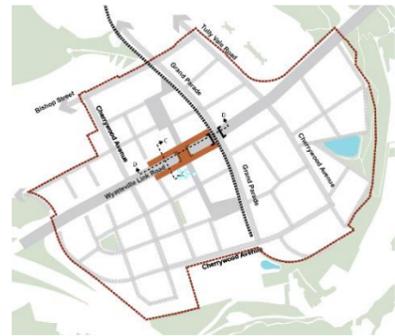


Urban street code	Cherrywood TC
Local Street – C	Rev1
LSC-1	2/2

Main Street Pedestrian Bridge

Urban space	MS - PB
Length	Approx. 380m (Include ramp, deck and platform)
Orientation	East/north-east, West/south-west
Critical Axis	Centre line fixed.
Width	8 – 12m (Deck Width) 5 – 6 m (Ramp Width) 5 – 6m (Platform Width)
Urban scale	4-8 storeys
Land use frontage	Primarily UrbComm at ground floor, mixed use and residential in upper floors.
Character	Gently sloping ramp from Wyattville link road to new Main Street Bridge with linking bridge platform to Grand Parade. High quality surface materials and street furniture at pedestrian bridge deck for sitting and staying. Secondary planted landscape elements.
Movement	Pedestrian and cycle only.

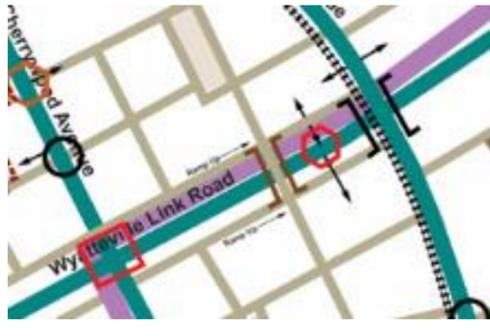
Location



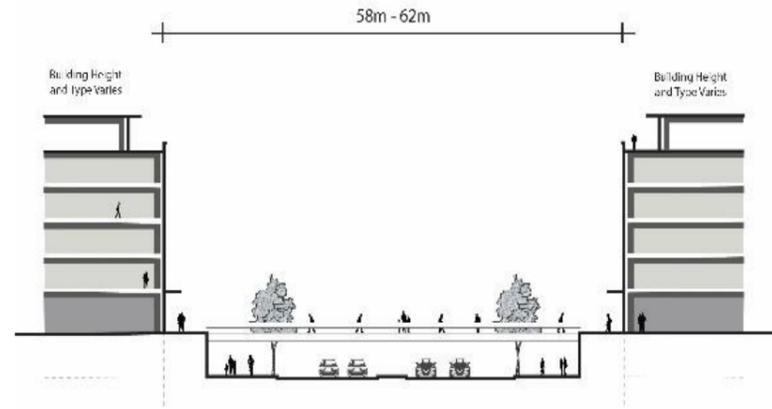
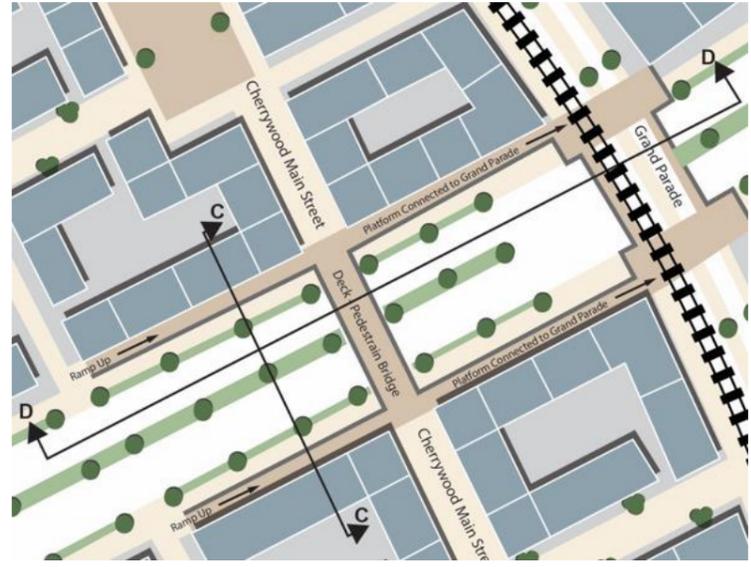
Route structure



Movement

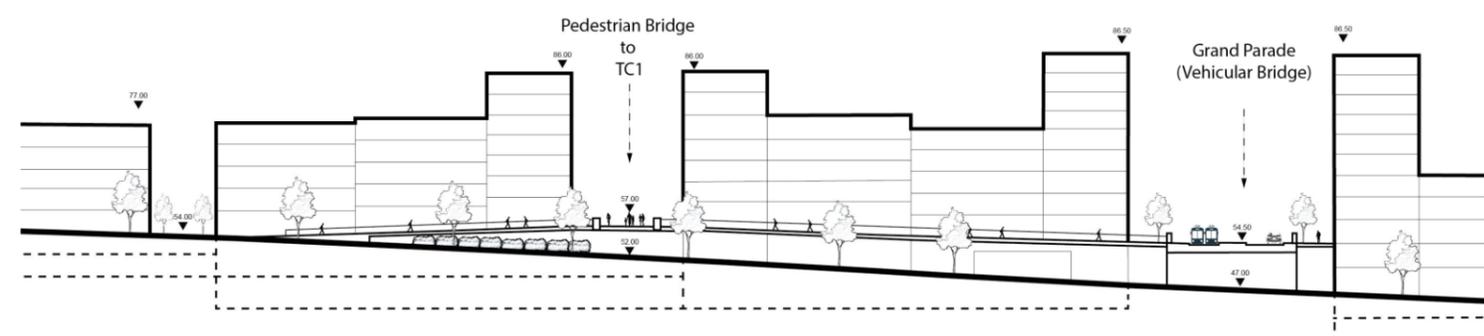


Indicative section

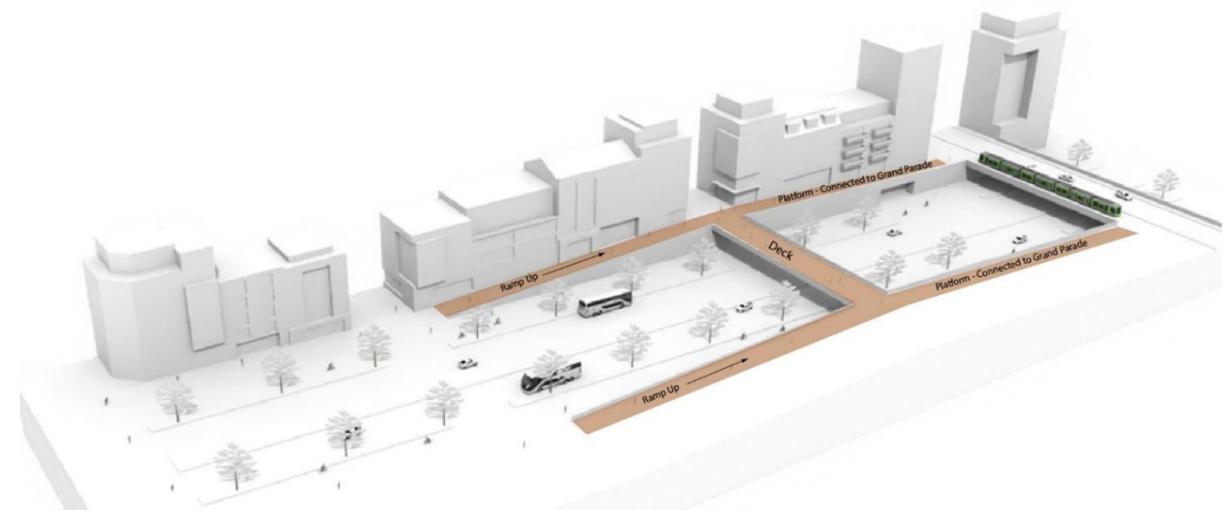


- LUAS / LUAS Stops
- Vehicular, Pedestrian and Cycle Bridge
- Pedestrian and Cycle Bridge
- Existing Signalled Junction (Link Route)
- Improved Signalled Junction (Link Route)
- Proposed Signalled Junction (Link Route)
- Existing Signalled Junction (Link Route / Access)
- Improved Signalled Junction (Link Route / Access)
- Proposed Signalled Junction (Link Route / Access)
- Proposed Active Travel Crossing / Service Access
- Existing Bus Route / Bus Stops
- Potential Quality Bus Route
- Green Avenue
- Tertiary / Local Street / Active Travel / Vehicular
- Local Street / Active Travel / Pedestrian and Cyclist
- Access to Basement / Lower Levels

Urban street code	Cherrywood TC
Wyattville Link Road	Rev1
WLR-1	1/2



Indicative character and massing



Urban street code	Cherrywood TC
Wyattville Link Road	Rev1
WLR-1	2/2

