

Proposed Building Heights Amendment – Submissions Received

Sub Number	Date & Time Received	Comment
ANON-D3XX-4GGS-V	26-07-2022 @ 20.52.11	<p>I like the idea of residential developments but a lower limit in the suburbs should be in place. Unrestricted heights like the 22 storey tower on golf lane Carrickmines is too high for a suburb. 6-10 storey buildings should be sufficient.</p> <p>If the apartments they were building were of a bigger size perhaps many older home owners might down size to properly sized apartments rather than boxes used as a steppingstone. Apartments on continental Europe are much larger and easier to accommodate families.</p>
ANON-D3XX-4GG7-Z	26-07-2022 @ 22.39.27	<p>The site is too tall but lacks actual built density like the excellent houses designed and built by dun laoghaire coco in georges place etc.</p> <p>This site will likely just be another ballymun or tallaght. sprawling housing around over large greens with no actual facilities beyond a shopping centre and a sports centre. no actual civic infrastructure or dense urban centre, streets or squares.</p>
TATUTORY	04/08/2022 @ 16.13	See TII letter in report
ANON-D3XX-4GG6-Y	05/08/2022 @ 22:40:07	As a Cherrywood resident, my only objection is to the additional floor in the red zone located SSE of Lehaunstown Park House. It will further block some of the best mountain views available in the development to be enjoyed by the impacted residents, children in the adjacent school and any passer by on foot. The addition of an extra floor would also darken the narrow laneway located between this zone and Lehaunstown Park House by blocking more sunlight.
ANON-D3XX-4GGG-G	2022-08-09 12:06:04	The height of the building should not cast a shadow on the existing property, or the proximity of new buildings should not cause the existing property to feel claustrophobic.
ANON-D3XX-4GGU-X	2022-08-09 13:32:11	<p>I feel strongly that increasing housing density would go against the spirit of the scheme and result in poor standards for this last bastion of modern living.</p> <p>I don't believe that increasing the density is in line with what was originally approved, I also feel that it will adversely affect those who already live in the area.</p> <p>I understand that there is a housing crisis, but also feel that one must build an area where folks WANT to live, and stop the overcrowding we've come to expect from DLRCOCO.</p> <p>I also feel that current standards of apartment building are poor at best, without due care given to living conditions. Coming from living at Tullyvale whereby noise from neighbours is apparent always - not anti-social, just very bad noise insulation.</p> <p>With regards to this, I don't feel that building practices have moved on at all in 30 years, and in fact that there are less materials going into shared living exasperating the problem.</p>
ANON-D3XX-4GGM-P	2022-08-16 15:06:03	Please ensure that there is full accessibility and services for people with disabilities. Also, there needs to be at least 2 community homes for 4 people in each, for those who require full time support to live independently.
ANON-D3XX-4GGP-S	2022-08-16 18:01:55	<p>To whom it may concern,</p> <p>My comments relate to the Commercial Units 1-3 along the border of the M50. One of the most attractive features of the Cherrywood development is the provision of, and access to green areas. However one key aspect of the benefits of green areas, is the view of the same. By building 4 story units along the edge of the development beside the M50, this will certainly block the view of the surrounding hinterland to the south west of the development, and will create a sense of being fenced in by industry in a place designed for home living.</p> <p>I request that a limit be placed on the heights of all buildings in the development, but particularly a limit of three floors to the Commercial Units 1-3 (assuming a standard height per floor).</p> <p>Many thanks, [REDACTED]</p>
ANON-D3XX-4GGE-E	2022-08-28 22:51:10	<p>Dear Sir/Madam</p> <p>I wish to make the following comments in relation to the proposed height and density amendments to the Cherrywood SDZ Planning Scheme.</p> <p>The lands in the Cherrywood SDZ provide a great opportunity to provide high density residential housing in a prime location with excellent access to public transport nodes. The housing densities provided for in the Cherrywood SDZ are far too low generally and should be significantly increased or the opportunity presented by these lands will be missed. The proposed housing density increases being proposed in specific locations by the Planning Authority are wholly inadequate.</p> <p>Furthermore, where the Planning Authority has proposed to increase densities (albeit inadequately), it has failed to provide the increased densities in the vicinity of each of the Luas Stations. This is inconsistent with previous decisions of An Bord Pleanála in the wider County Area which have relied on National Planning Guidelines to provide for greater housing densities in the vicinity of Luas Stations and the N11 and is a further missed opportunity.</p> <p>Yours [REDACTED]</p>
ANON-D3XX-4GG3-V	2022-08-29 23:09:29	While I support an increase in the number of units being provided in the Cherrywood SDZ, it is my view that there could and should be a much higher amount of residential units provided around the luas stops. This would facilitate less travel by car which is a step in the right direction. It would be a lost opportunity not to provide more accommodation near to the luas line.
ANON-D3XX-4GGY-2	2022-08-31 19:23:40	<p>The decision by An Bord Pleanála to grant permission for blocks of up to 22 storeys at the Golf Lane nearby this site shows how the proposed densities in the SDZ are entirely out of synch with planning policy for lands outside the SDZ. It makes no logical sense.</p> <p>The SDZ densities are far too low and I don't think the increases suggested in this proposed amendment go far enough to rectify this obvious shortcoming.</p> <p>The lands in the SDZ are well serviced by the luas line and yet far greater densities are permitted on surrounding lands such as the Golf Lane.</p> <p>It is my opinion that the densities allowed around the luas stops in the SDZ should be increased to allow more people to have this great amenity on their doorstep and live easier lives and in turn make a positive contribution to the shortfall in accessible well serviced homes.</p> <p>I would appreciate your consideration.</p> <p>Regards</p>
ANON-D3XX-4GGN-Q	2022-09-02 10:27:15	The SDZ densities are far too low and inconsistent with the decision by An Bord Pleanála to grant permission for blocks of up to 22 storeys at Golf Lane which is very close to the SDZ. Decisions on planning policy should remain consistent with the area and serve the increasing population. I think significantly increasing the density permitted in the SDZ (far in excess of recommended increases in this proposed amendment) will serve the population better and in particular provide greater transport access to more people for the luas line.
ANON-D3XX-4GGV-Y	2022-09-04 07:54:54	Increased size of this development upwards is completely against principles of providing quality of life to a community

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ANON-D3XX-4GGD-D	2022-09-05 13:50:37	<p>To the Planning Authority,</p> <p>I wish to take this opportunity to note a couple of issues which occurred to me when I read the proposed amendments to the Cherrywood Planning Scheme. It is 8 years since the Planning Authority adopted the Cherrywood SDZ and in that time the housing crisis has deepened and deepened. In addition to the increasing homelessness problem, we also now have the problem that the younger generation are all being forced to leave Dublin if they are to have any chance of ever owning or renting their own home. The government has tried to alleviate the housing crisis with initiatives such as the Strategic Housing Development Scheme and the Building Heights Strategy. The lands in the Cherrywood SDZ now seem to lag far far behind the rest of the County in terms of the densities being permitted. I welcome the approach of the Planning Authority in increasing densities in this proposed amendment, but I feel that the increases in densities are not sufficient to bring them anywhere near where they should be. It is my view that his invaluable bank of development land is being under-utilised, even with the proposed amendment. I also can't understand why there is not more development permitted around all of the Luas stations. I am of the view that the lands close to the Luas stations should be developed with high urban densities so that the maximum amount of people can benefit from this service. If the Planning Authority is going to increase the densities anywhere, it is my view that it should be around the Luas stations and transport nodes.</p> <p>Yours sincerely</p> <p>██████████</p>
ANON-D3XX-4GGZ-3	2022-09-05 21:34:30	<p>Housing densities provided for in the Cherrywood SDZ are far too low generally and should be increased. The proposed housing density increases being proposed by the Planning Authority in specific limited areas are wholly inadequate. The opportunity to deliver housing at Cherrywood is being unduly restricted by the very low densities in the SDZ Planning Scheme. The Planning Scheme is unduly restrictive and a wholly inefficient use of the development lands it covers.</p> <p>The Housing densities around the Luas Stations and public transport nodes provided for in the Cherrywood SDZ Scheme are way too low.</p> <p>The low housing densities in the Cherrywood Planning Scheme around the Luas Stations and public transport nodes is inconsistent with National Planning Guidelines. The housing densities permitted around all Luas Stations and major public transport nodes should be increased significantly in accordance with National Planning Guidelines.</p> <p>The increases in housing densities being proposed are thus not only inadequate but they are also in the wrong place.</p> <p>Increasing housing densities in the Cherrywood Planning Scheme around the Luas Stops and public transport nodes would bring more consistency with previous decisions of An Bord Pleanála in the wider County area, which have relied on National Planning Guidelines to provide for greater housing densities in the vicinity of Luas Stations and the N11.</p> <p>Please consider my submissions.</p>
ANON-D3XX-4GGH-H	2022-09-06 18:44:50	<p>We wish to call for a reduction in development in Glendruid Valley. We are against the building of an apartment block opposite a protected woodland. This would have negative consequences for flora and fauna both during construction and after. We believe this special area should be free from human interference on this proposed scale. We are in a climate and biodiversity crisis. The local authority and government should be doing all they can to protect and enhance all that Glendruid has to offer in its precious state. It should not be put at risk with the building of apartment blocks. We are certainly in need of more housing in Dublin, but this is not the place for it.</p>
ANON-D3XX-4GG1-T	2022-09-07 00:07:41	<p>The documentation in this case are not entirely clear and hardly of assistance to Members of the Public to make an informed submission. What seems clear is the Proposal to increase densities at Glendruid reflects a total total lack of considerations of Glendruid Dolmen and the surrounding Valley. It also fails to take account of the total unsuitability of lands at Glendruid House and Brennanstown Road for extensive development.</p> <p>I am totally opposed to current housing policy which is allowing Ballymun style housing Development all over the place without any consideration for the surrounding areas or our Heritage. Furthermore, many of these developments seem to be driven not by genuine housing needs but by Developers and investors whose primary aim is to maximise dividend returns by squeezing in as many units as possible. I accept we cannot continue the historical practice of two storey houses. Can we stop destroying Glendruid Valley before it is too late</p>
ANON-D3XX-4GGK-M	2022-09-07 09:12:43	<p>To protect site context of the profound Glendruid Dolmen and its sacred little valley, the opportunity should be taken to reduce the development in this sensitive valley area and more than compensate for this reduction elsewhere in the SDZ. Housing and heritage both win.</p> <p>Future visitors from around the world will have this treasure to enjoy in an unspoilt valley setting.</p>
ANON-D3XX-4GGT-W	2022-09-07 10:26:03	<p>The Cherrywood Planning Scheme carried out through public consultation in 2012 and by way of council members vote in 2013 has not been achieved as was envisaged and planned. This is the context in which the council executive is pursuing an increase in the permissible height and density within section of the SDZ.</p> <p>The permissible maximum figure of 8,878 residential units was considered appropriate and sustainable planning. This figure was reached in recognition of the strategic importance of Cherrywood in the greater Dublin region and because of its proximity to the M50 and public transport. It is worth noting that the executive stated in current scheme that that:</p> <p>“The scale of development proposed is informed by the characteristics of each development plot and its proximity to services, amenities and the Village and Town Centres.”</p> <p>The proposed amendment to increase the height and density of the permissible quantum of units does not represent sustainable planning for the area. The proposal is motivated by pressure from private landowners and not by sustainable planning. I am directly questioning the strategic relevance of the proposed amendments and opposing any increase in the previously agreed density. The current SDZ has failed to deliver the potential to deliver the volume of much needed social housing. The scheme has utterly failed to deliver affordable housing, most notably the abysmal failure to deliver affordable units through LIHAF.</p> <p>Glendruid Valley-Druids Glen</p> <p>The area known in the SDZ as Druids Glen is a highly sensitive area for heritage and biodiversity. It is unacceptable that there is any proposed increase in the quantum of units permissible. The executive should have the objective of reducing the density and potential for development in this area, cognisant of its importance and not seen simply as a strategic land bank for the development of residential units.</p> <p>In relative terms this is very small portion of the SDZ, yet a hugely significant part of our history and heritage. The presence of the Glendruid dolmen and its valley setting needs protection from over development. The proposed amendment to increase density in this area is contrary to the proper and sustainable planning and is tantamount to the planned destruction of the unique character and preserve of the Glendruid Valley. Consideration should be made to remove the permissible quantum in this specific area.</p>
Sub (1)	2022-09-07 11:53	See Sub 1 in report
Sub (2)	2022-09-07 11:56	See Sub 2 in report
ANON-D3XX-4GGW-Z	2022-09-07 12:12:24	<p>I'm writing to you regarding my concerns around the current strategic development plan employed by the Planning Authority in South County Dublin. The housing crisis in Ireland has made living in Dublin impossible for many people, and yet the Planning Authority's solution has so far been to ignore the vast amounts of space further south and along the M50 and along the Luas line. So far, already developed areas are being subject to deleterious densification, meanwhile large areas of the county that are ideal for densification and development are being left vacant due to outdated restrictions.</p> <p>Primarily, the lands surrounding Cherrywood have been woefully underdeveloped. It is my understanding that this development zone has been subject to housing density restrictions that simply do not make sense anymore. Cherrywood is surrounded by empty fields that currently serve no purpose, particularly in the area north of Cherrywood, bracketed by</p>

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		<p>Loughlinstown, Cabinteely and the M50. With the addition of the Luas line to the Cherrywood SDZ, this area is ideal for development, which could provide a significant amount of quality housing.</p> <p>Given that much of these lands currently have no function, and given their proximity to the Luas line, the M50 and the Cherrywood hub, there is an opportunity to build large residential apartment complexes, not limited to 2 – 4 floors, as they are under current regulations. There is a growing need for apartment complexes in Dublin, and these lands provide a unique opportunity, as developments here would cause minimal disruptions, and would not devalue nearby properties, as often happens with developments in established suburban communities.</p> <p>Please increase the permitted densification in the Cherrywood SDZ.</p> <p>Regards, [REDACTED]</p>
ANON-D3XX-4GGX-1	2022-09-07 12:13:30	The Glendruid dolmen is one of the finest in the world.it should be kept secluded and protected. Dont kill the soul of this country for another brown envelope or poorly planned project.
ANON-D3XX-4GGJ-K	2022-09-07 13:15:45	<p>To whom it may concern,</p> <p>I request that DLRCC, in their role as the government appointed Development Agency for the Cherrywood Strategic Development Zone (SDZ), further increase the allowable limit of housing density in Cherrywood SDZ, in particular along the Luas line, to significantly greater than what is currently proposed in their application to An Bord Pleanála.</p> <p>The permissible limits in the planned application to An Bord Pleanála in terms of both density of dwellings and number of floors per apartment building (2-4 floors!) is shockingly low in some areas next to major arteries of public transport, in particular the Luas and M50.</p> <p>In this time of housing crisis, it behoves planners to optimize our greenfield sites. This is not just a question of serving the current population, but also the children and young adults of today, who will require their own homes in due course, and who will require public transport commuter routes both into and out of Dublin.</p> <p>Increasing the limit of allowable housing density in the Cherrywood SDZ is part of planning for the future, and I implore the DLRCC to at least bring the housing density limits into line with National Guidelines; something that this application for Cherrywood SDZ does not deliver.</p> <p>Furthermore, given the current energy crisis and future energy/environmental concerns, it is particularly obtuse to maintain relatively low housing density in areas that are located along the Luas public transport system.</p> <p>The stated aim of DLRCC is “to create a sustainable, future-proof model of local public services- focused on the needs of people...”</p> <p>In that light, I urge DLRCC, in their role as Development Agency for the Cherrywood SDZ, to increase the housing density and the number of floors permitted per apartment building, in the application to An Bord Pleanála to amend the approved Cherrywood Planning Scheme 2014.</p> <p>Regards, [REDACTED]</p>
Sub (3)	2022-09-07 13.47	See Sub 3 in report
Sub (4)	2022-09-07 14.25	See Sub 4 in report
ANON-D3XX-4GGB-B	2022-09-07 14:55	<p>It strikes me that the numbers of housing units / floors of buildings permitted at luas stops and transport hubs in the planning scheme are way too low. When I look at the heights being permitted by Dun Laoghaire County Council and An Bord Pleanála in infill sites in established residential areas such a Blackrock and Mount Merrion, normally with the rationale that these infill sites are near transport corridors, I am struck by the inconsistent approach being taken by the Planning Authority in the Cherrywood Planning Scheme. This amendment is inadequate when it comes to increasing densities. I would urge the planning authority and An Bord Pleanála to use this amendment to properly and adequately increase unit numbers at the luas stops and transport hubs - as the current approach being taken is illogical, and in contradiction of the planning policies applying to lands outside the Cherrywood Planning Scheme.</p> <p>I trust that my points above will be given serious consideration towards making a fair, equitable & just decision.</p> <p>Many thanks [REDACTED]</p>
STATUTORY	2022-09-07 15.08	See Department of Education letter in report
Sub (5)	2022-09-07 15.33	<p>Dear sirs</p> <p>I would like to make a submission /observation.</p> <p>I do not think that the building density /hieght amount of units built should be increased in the cherrywood SDZ . This increase is contrary to the proper and sustainable planning of the area and will set a precedent for future developments in the area . The area has some historical value that needs to be protected.</p> <p>Also the infrastructure around the area is already showing pressure at peak times without these units even being built.</p> <p>I wish to note my concerns and hope that the request to increase density and height will be refused by the council.</p> <p>Many thanks [REDACTED]</p>
Sub (6)	2022-09-07 15.30	See Sub 6 in report
Sub (7)	2022-09-07 15.53	See Sub 7 in report
Sub (8)	2022-09-07 16.02	See Sub 8 in report
Sub (9)	2022-09-07 16.34	See Sub 9 in report
Sub (10)	2022-09-07 16.40	See Sub 10 in report

Proposed Building Heights Amendment

SUB 1

***Cherrywood Planning Scheme
Proposed Amendment No.8
(Building Height and Density Review)***

Submission On behalf of:

**Hines Cherrywood Development Fund ICAV
(HCDF)**



**SUBMISSION RELATING TO
CHERRYWOOD TOWN CENTRE
*TC1B***

September 2022

BMA PLANNING

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1.0 INTRODUCTION

This submission to the Proposed Amendment No. 8 (Building height/ density review) of the Cherrywood Planning Scheme (CPS) is made on behalf of **Hines Cherrywood Development Fund ICAV (hereafter HCDF)** in relation to their lands at Cherrywood known as TC1B (Blocks B1-B6).

Amendment No. 8 proposes no changes for the Cherrywood Town Centre plots – TC1-4. As such, HCDF submits that Amendment No.8 as currently presented does not give effect to, or is not consistent with, the *Urban Development and Building Heights: Guidelines for Planning Authorities (December 2018)* insofar as Cherrywood Town Centre is concerned. While it is not intended to outline them here, DLRCC will be aware of the other policy statements and planning guidelines issued since the original Planning Scheme was conceived and, in particular, the *Project Ireland 2040: National Planning Framework*.

Outside of the Amendment 8 consultation process, HCDF has proposed Amendments to the Planning Scheme that will allow them to make a planning application for a higher density town centre scheme containing much needed residential development. Amendment No.8 is the only process currently available to make these changes to update the Planning Scheme and bring it into line with current policy.

HCDF notes that the Proposed Amendment No.8 reports put on public display were not updated from the ones that were previously sent to An Bord Pleanála in May 2021. Therefore, the current Amendment needs to be updated and expanded to include the Town Centre.

Alternatively, recognising that the Building Height Guidelines are approaching 4 years since their adoption and given the delays that could be involved for other Cherrywood landowners if changes to Amendment No. 8 are proposed, HCDF would accept if the Town Centre was to be dealt with as a separate Amendment (ie. Amendment No. 9). In that event, the documentation submitted with Amendment No.8 should be updated to reflect the Development Agency's intentions and should include a clear commitment to amend the Planning Scheme to allow additional density/ height (and most importantly additional apartments) within the Town Centre.

Either way, the position with regard to the Town Centre plots, needs to be addressed to provide greater certainty to landowners and their funders and to An Bord Pleanála, in the event that the Amendment No.8 is appealed.

HCDF has consulted with other Town Centre landowners – HAPG and Ronan Group – and the 3 landowners are in general agreement that the Town Centre plots require Amendments to the density and building height parameters.

2.0 HCDF PROPOSALS FOR TC1B / AMENDMENTS SOUGHT

HCDF has made it known for some time that the TC1B development will not proceed in its current form as per the permissions granted and has made detailed submissions and presentations to DLRCC outlining the parameters of the Planning Scheme that need to be reviewed in order to progress the TC1B development.

The permitted TC1B development is a product of the current Planning Scheme parameters whereby the plot ratio is restricted to **1:2.3** and general building height is restricted to **2 to 5 floors**. The permitted development demonstrates that the building height and density parameters are inextricably linked and there is no possibility of achieving even the modest 5 storey building height limit where the floorspace limit has been reached.

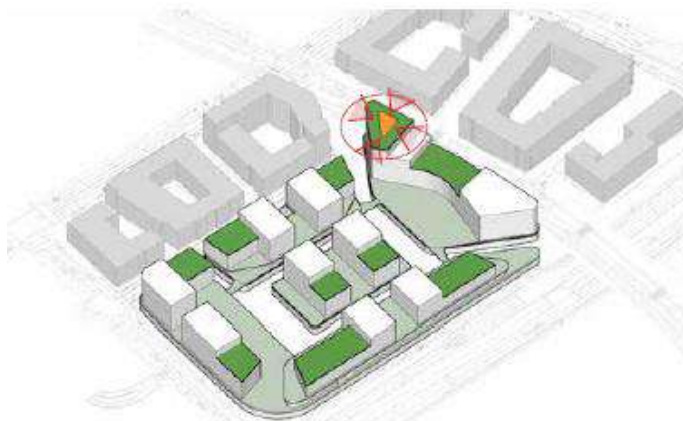
The predominantly two level TC1B development is “squat” and too low to mark the new centre of the new Cherrywood Town Centre in the context of its surroundings, opportunities, and the revised emerging higher density nature of Cherrywood. If it was built as per the granted planning permission, it would be a missed opportunity for Cherrywood. In an SDZ context, an Amendment to the SDZ Planning Scheme is the only way to adhere to the Building Height Guidelines criteria that have facilitated a number of other developments throughout the County and the region since 2018.

Having reviewed and tested the permitted scheme from first principles, as detailed in their previous submissions, it is HCDF’s view that the overall layout structure for TC1B can work from a placemaking and end user perspective. For this reason, the revised TC1B concept involves very little change to the permitted scheme in terms of :

1. Street and Civic Space network
2. Grand Parade, Cherrywood Square and Civic Street
3. Distribution of Uses / Ground Floor Activation
4. Ground Levels
5. Pedestrian Movement
6. Vehicular Access and Servicing

However, additional density/ height allows for the introduction of a significant resident population into the retail centre which create a much more vibrant town centre environment than would have been the case without residential over. The street level and the podium level residential will be integrated vertically and the apartments will be well connected to the parking and service areas of the development which will continue to be located at basement levels.

The image right shows the evolving concept/ layouts proposed for the TC1B development.



Based on the capacity studies undertaken by HJL Architects, the land use mix is proposed to be adjusted amending the Planning Scheme Table 6.2.2 as follows:

- (a) Increase the maximum plot ratio of the TC1 plot from 2.3 to a minimum of **3.0**. Max range to be confirmed and no allowance is made for TC1A
- (b) Review land use mix on Table 6.2.2 to provide :
 - Retail and Non Retail – Reduce to 20,000 – 28,500sqm
 - HIE - Remove HIE allocation
 - Community – no change (1,000 - 1500sqm)
 - Residential – c.69,000sqm. (which could accommodate 700 – 750 apartments)

In relation to building height parameters, Building Height for TC1B in the CPS is currently 2-5 floors with an 8 floor upward modifiers. In terms of the CPS Section 2.9/ Map 2.3/ Table 2.11 parameters, the HCDF TC1B building height proposal is to :

- (a) Retain the ground levels at the level of the Luas line but with some potential for local ground level reductions to reduce slopes due to reduced basement
- (b) Retain the podium (and to reduce it to one level on some blocks) to facilitate the commercial components at street level ¹
- (c) To place apartment buildings of varying height above podium level on Blocks B1-B6 (as new accommodation and to replace the offices previously approved on Blocks B1 and B5) resulting in overall heights ranging **between 2-9 floors**. An Upward modifier should be identified on TC1B plot. Block B1 on Cherrywood Square is identified as a suitable opportunity for a landmark building of **c.12 floors** marking this important focal point and entrance into the Town Centre. Other such opportunities may be considered such as at the junction of Grand Parade and WLR (Block B1) or on Blocks B5 or B6.

As a planning application cannot be granted unless it complies with the Planning Scheme and there is no first party right of appeal to An Bord Pleanála, this Planning Scheme Amendment process is the only opportunity to address the above issues.

¹ The retail/ commercial uses are to be provided over one or two levels depending on the block and these floor heights vary depending on the use involved. The floor to ceiling heights for shops and supermarket type uses ranges from 6m to 7m and these heights are the minimum required to provide for end user requirements in a large scale retail scheme. (Rising ground levels mean that the height of these units is less to the external streets/ roads in some cases). In this regard, it is proposed that the heights on TC1B of greater than 4.5 metres (as per Amendment No. 8) in a single level. This provision may be only for TC1B.

3.0 RESPONSE TO JUSTIFICATION FOR NOT INCREASING HEIGHT / DENSITY ON TC1B

3.1 THE CASE FOR HEIGHT / SCALE IN CHERRYWOOD TOWN CENTRE/ TC1B

The Town Centre in Cherrywood is the obvious place for additional height and density in Cherrywood. Furthermore, it should be one of the prime locations for increased height and density in the County.

Adherence to the Building Height Guidelines criteria would support this and the existing Cherrywood Planning Scheme (Section 2.9) recognises the Town Centre and Village Centres as a suitable locations for additional height *‘to provide legibility and clarity to make these areas distinctive’*.

Now, in this Amendment No.8, the primacy of the Town Centre is overlooked and the proposal is to delete the following text:

~~*In the Town Centre and Village Centres, additional height, is acceptable to provide legibility and clarity to make these areas distinctive. taller buildings, can also be acceptable local landmark and feature buildings to articulate important locations such as Luas stops and at entrance points to the Town Centre, as outlined in Table 2.11 and Map 2.3.*~~

While no changes are proposed by DLRCC for the Town Centre, Amendment No. 8 proposes to increase height and density for each of the Village Centres. The 3 Village Centres are now all facilitated with plot ratios/ building heights equal to or greater than the Town Centre.

Amendment No.8 should also increase the density and height parameters for the Town Centre or, at a minimum, it is requested that the following be included in lieu of the above paragraph as a positive statement towards additional height in the Town Centre and as a signal of intent to address this in the context of a separate Amendment :-

INSERT TEXT AS FOLLOWS IN LIEU OF DELETED TEXT AT SECTION 2.9 OF THE PLANNING SCHEME:

In recognition that there is potential for additional height and density, the Development Agency will undertake a comprehensive review of urban scale and building height in the Town Centre. This will also involve examination of the urban and block structure (including daylight/ sunlight considerations), plot ratio, land-use mix and overall quantum of development.

This statement merely reflects what was concluded by Loci at Section 6.7 of their Report which concluded that *‘...The opportunity may in the future arise, within the context of a more comprehensive revision to the UFDF, to provide greater flexibility around building height (for example building height ranges and building heights)’*

The reasons proffered for not increasing height and density on TC1B are rejected by HCDF and we comment further below on the apparent reasons for not making changes in respect of the Town Centre plots.

3.2 REBUTTAL OF THE REASONS FOR NO CHANGE TO TOWN CENTRE

The reasons cited by DLRCC for not amending the building height and density parameters for the Town Centre plots are, inter alia, that :

- (i) the TC plots are under construction
- (ii) there is planning permissions already granted
- (ii) the UFDF would be affected and may need to be updated
- (iii) additional height not supported from a daylight/ sunlight perspective.

3.2.1 *Town Centre plots under construction*

Notwithstanding planning grants and construction underway, the Planning Scheme should be amended to encourage landowners to increase density where this can be incorporated into existing and emerging development aspirations.

Plot TC1B is not under construction. As outlined above, HCDF has outlined to DLRCC the changes required to address the Planning Scheme parameters and to allow a revised planning application to be submitted.

TC3 is owned by Ronan Group and no development has taken place to date on this plot. We understand that a submission for additional density/ height has been made by the TC3 owners.

TC2 (part), TC1A and TC4 (part) are owned by HAPG and certain blocks are under construction. HAPG intends to make a separate submission.

3.2.2 *Permissions Granted*

The fact that permissions have been granted is not a reason to not change the Planning Scheme for the Town Centre. Outside the Town Centre, building height and density changes are proposed on a number of other plots that have been granted permission and, in some cases, on plots that are under construction or complete (eg. TC5, TC6, T9, M4, L1/ L2).

It should be a matter for the landowners to decide whether to proceed with permissions granted or whether to make fresh planning applications. HCDF has made detailed submissions to DLRCC indicating what needs to change in the Planning Scheme to enable a new planning application to be made.

Planning applications are also being made in many instances throughout the country to respond to new policy and changing market conditions (particularly in relation to retail-led developments in a post Covid environment). However, TC1B cannot do that as it is locked into the 2014 Planning Scheme and therefore the Town Centre Amendment is of paramount importance in this instance.

3.2.3 UDFD

The UDFD requirement was introduced by An Bord Pleanála to address conflicts between the DLRCC and the landowners at the time. It is a non-statutory document that derives its status from the references in the CPS – Section 6.2 (Page 67).

In a dynamic development environment, the UDFD document should not be a barrier to achieving the necessary increase in scale and building height in the Cherrywood Town Centre. The UDFD has, to a great extent, fulfilled its function as intended by An Bord Pleanála in relation to the majority of the Town Centre plots and the fundamental principles are being implemented in the permissions granted to date and the developments current under construction on TC1, TC2 and TC4.

The final document went beyond the basic requirements set down in the ABP Modification and was presented to a high level of detail based on the previous HCDF proposals for TC1/2 and TC4 where planning applications were prepared in tandem with the UDFD. However, the UDFD is not the Planning Scheme and there is flexibility inherent in the UDFD and the document allows for variations to ground levels, floorplates, basement layouts, block layout or building form– subject to overall compliance with the key principles (Section 1.4, page 6). It recognises that the illustrations contained within the UDFD are indicative and that *‘Other innovative solutions which achieve the key objectives of the Planning Scheme and comply with the UDFD could be considered at the discretion of the Planning Authority’*.

The requirement for the UDFD Document, which stems from Section 6.2 of the CPS, needs to be reviewed. HCDF submit that new TC1B urban design parameters and objectives could be enshrined in the Planning Scheme Amendment (Section 6.2) removing the need for the UDFD going forward and streamlining the SDZ planning process.

3.2.4 Daylight/ Sunlight Considerations

It is of some concern to the landowners that the CSC Report² submitted in relation to daylighting and sunlighting is used to deny additional building height rather than to support it. Insofar as TC1B is concerned, the CSC assessment does not address TC1B at all despite its obvious potential for additional height and density.

Daylight and Sunlight is only one consideration in determining the suitability of additional height. It is a blunt instrument and the science needs to be applied with regard to the

² Cherrywood Town Centre Building Height Review, Skylight, Sunlight and Shadow Analysis (January 2021)

character of the area in question. For example, a Town Centre environment would and should, based on policy, have a presumption in favour of increased height and density while less central location may not. This is a more subjective consideration which balances the imperative of higher density against amenity considerations. HCDF is concerned that it is being used by DLRCC as a starting point for consideration of increased density or height, notwithstanding that the starting point for heights are too low and unsustainable.

HCDF has appointed Arup to advise on the implications of the TC1B development in terms of daylight/ sunlight considerations. While the full assessment of any proposed development would be carried out at detailed design stage and in the context of a detailed planning application, the capacity studies presented previously to DLRCC show that additional blocks can be placed to allow significant podium areas to be exploited for communal amenity spaces which achieve adequate sunlight based on current guidance. With the removal of the glazed roof over the retail street consideration will need to be given to the levels of natural light at the street level within the shopping area and on the adjoining principal streets (eg. Grand Parade, Civic Street etc).

3.3 INFRASTRUCTURE CAPACITY

HCDF rejects the notion that there is an absolute limit to residential development at 10,500 units and such references and inferences in Amendment No.8 are unsubstantiated and without basis.

Cherrywood is one of the best, if not the best, serviced landbank in the region. In a situation unparalleled anywhere, before there was a single SDZ residential unit occupied the lands had direct access to regional and national roads and an operational light rail system with fully functional tram stops. Since the SDZ was adopted Cherrywood now has several kilometres of local roads with associated cycle and pedestrian facilities, 3 public parks and a school under construction. To suggest that there is now an arbitrary cap on the number of homes that can be facilitated in Cherrywood is contrary to the spirit of the National Planning Framework and the policy thrust of the Building Height Guidelines which is to maximise the number of people that can be accommodated in central and accessible urban locations such as Cherrywood.

HCDF has examined the impact of their proposed Amendments on physical infrastructure and, in every respect, is satisfied that there are no such absolute capacity constraints in terms of roads, water services, surface water drainage or public utilities. Social infrastructure can be provided as required without necessitating changes to the Planning Scheme or with minimal change.

Furthermore, it is important to note that it is already clear that the arbitrary 10,500 maximum figure for residential units in the Planning Scheme will not be reached. Most of the Res1 and Res2 plots will be built out at the lower end of that density range which is where housing typologies typically fall. It is for this reason that the change proposed in Amendment No.8 from 45-70 to 45-75 units per hectare is unlikely to be taken up in practice, especially where the Appendix F methodology precludes developers from masterplanning density across

multiple plots. Therefore, there will be headroom of several hundred residential units across the Planning Scheme area for this reason alone.

In summary, Amendment No.8 should increase the density and height parameters for the Town Centre or, at a minimum, it is requested that the following change is made to Amendment No.8 so as not to prejudice and separate Amendment on TC1B or the Town Centre plots generally:-

DELETE TEXT STRUCKTHROUGH AT PAGE 3 OF AMENDMENT NO.8 REPORT:

It was also considered an appropriate time to carry out a review of the residential densities in the approved Planning Scheme on the residential zoned sites having regard to the Apartment Guidelines introduced in 2015 and 2018. These Guidelines resulted in a reduced gross and net apartment size from that which had been utilised in the original Planning Scheme. This increase in density has been applied primarily to Res 3 and Res 4 sites noting that these sites will consist of primarily apartment type development. The Town and Village Centres already received an uplift in dwelling numbers under Amendment 1-4 approved by An Bord Pleanála. It is noted that the maximum number of dwellings proposed in the Planning Scheme is now circa 10,500, ~~which is considered to be the maximum number of new homes the proposed physical and social infrastructure proposed for the Planning Scheme area, can sustainably support.~~

(Delete text struckthrough)

4.0 OUTCOME SOUGHT

4.1 Summary of the Changes Sought to Amendment No. 8

On the basis of the above, this submission seeks that DLRCC reject the current Amendment No. 8 to allow the scope of this Amendment to include the HCDF proposals for TC1B, as follows:

Density and Land Use

An Amendment to the Planning Scheme Table 6.2.2 is proposed which will:

- (a) Increase the maximum plot ratio of the TC1 plot from 2.3 to a minimum of 3.0. Max range to be confirmed and no allowance is made for TC1A

Note: Plot Ratio of 3.0 for TC1 (43,000sqm) equates to 129,000sqm gross floorspace, of which c. 30,000sqm is existing/ under construction) leaving c.99,000sqm for TC1B.

- (b) Review land use mix on Table 6.2.2 to provide :

- **Retail and Non Retail** - Reductions to the allocations for Retail / Non Retail to 20,000 – 28,500sqm
- **HIE** - Remove HIE allocation
- **Community** – no change (1,000 - 1500sqm)
- **Residential** – c.69,000sqm. (which could accommodate 700 – 750 apartments)

Note Residential parking standards are also proposed to be reduced in the Town Centre

Building Height

An Amendment to the Planning Scheme is proposed which will:

Review the current building height parameters and policy in Section 2.9/ Table 2.11 and Map 2.3, to reflect the following

	Building Height EXISTING	Building Height PROPOSED
TC1B	2 – 5 Floors (1no. Upward Modifier)	2 - 9 Floors (upward modifier of 12 floors)

The above figures relate to TC1B only and does not make any allowance for changes that may be sought by HAPG who are the owners of the TC1A plot.

4.2 Alternative Outcome : “Amendment No.9”

Alternatively, recognising that the Building Height Amendments are already approaching 4 years since their adoption and have yet to be given effect in Cherrywood and given the delays involved for all other parts of Cherrywood, Amendment No. 8 (and the accompanying reports) should be revised/ updated to indicate that a separate Amendment (“Amendment No.9”) will be progressed separately to address the Town Centre plots. In particular, DLRCC should remove all references that are prejudicial to any future Amendment for the Town Centre.

If an Amendment No.9 is progressed for the Town Centre in a timely fashion, HCDF can support Amendment No.8 with the following changes:-

ALTERNATIVE OUTCOME SOUGHT

“PROPOSED AMENDMENT NO. 8” REPORT (MAY 2021) - PAGES 2 AND 3

- Insert Addendum/ Update to reflect the intention to bring forward a separate Amendment to address building height and urban scale in the Town Centre
- Update / Remove the CSC report from the Amendment No. 8 pack on the basis that it is prejudicial to Amendment No.9
- This statement is made without specific detail or empirical evidence to support it and substance and is prejudicial to any future Amendment pertaining to the Town Centre Delete struckthrough text as follows

It was also considered an appropriate time to carry out a review of the residential densities in the approved Planning Scheme on the residential zoned sites having regard to the Apartment Guidelines introduced in 2015 and 2018. These Guidelines resulted in a reduced gross and net apartment size from that which had been utilised in the original Planning Scheme. This increase in density has been applied primarily to Res 3 and Res 4 sites noting that these sites will consist of primarily apartment type development. The Town and Village Centres already received an uplift in dwelling numbers under Amendment 1-4 approved by An Bord Pleanála. It is noted that the maximum number of dwellings proposed in the Planning Scheme is now circa 10,500, ~~which is considered to be the maximum number of new homes the proposed physical and social infrastructure proposed for the Planning Scheme area, can sustainably support.~~

CHAPTER 2: PLANNING SCHEME

2.9

INSERT TEXT AS FOLLOWS IN LIEU OF DELETED TEXT AT SECTION 2.9 'BUILDING HEIGHTS' OF THE PLANNING SCHEME:

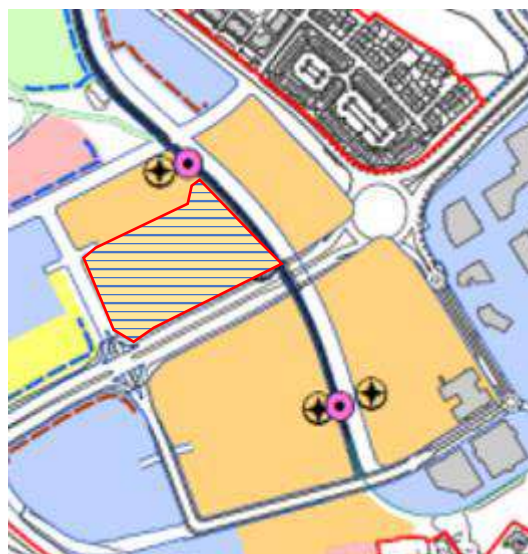
In the Town Centre, there is potential for additional height to provide legibility and clarity to make this areas distinctive. The Development Agency will undertake a more comprehensive review of urban scale and building height in the Town Centre. This will require examination of the urban and block structure (including daylight/ sunlight considerations), plot ratio, land-use mix and overall quantum of development

INSERT THE FOLLOWING AFTER THE SECOND BULLET POINT:

- *Within the Town Centre large retail units may require greater ceiling height of up to 7 metres at ground floor level and these can be accommodated as a single floor within the TC plots*
- *In cases where buildings do not follow the normal pattern of floors/ storeys, consideration can be given to such uses based on the equivalent building height*

MAP 2.3

Insert cross hatch of TC1B (or other symbol in map legend) to indicate the objective to undertake a separate Amendment which will facilitate additional urban scale and height in the TC1B development (or the Town Centre more generally)



5.0 CONCLUSIONS

HCDF, as owners of TC1B, believes that an Amendment to the Planning Scheme that does not propose additional height and density on the Cherrywood Town Centre plots – TC1-4 – does not give effect to, and is therefore not consistent with, the *Urban Development and Building Heights: Guidelines for Planning Authorities (December 2018)*.

HCDF notes that the reports put on public display were not updated from the ones that were previously sent to An Bord Pleanála in May 2021. Therefore, the current Amendment needs to be either :-

- (a) updated and expanded including the HCDF proposals for TC1B.
- (b) dealt with as a separate Amendment (ie. Amendment No. 9).

If a separate Amendment is proposed, this should be progressed immediately and the documentation submitted with Amendment No.8 should be updated to reflect the commitment to amend the Planning Scheme for the Town Centre.

HCDF would welcome the opportunity to discuss with above with the Development Agency/ Planning Authority at the earliest opportunity.

BMA PLANNING
September 2022

Proposed Building Heights Amendment

SUB 2

PLANNING DEPARTMENT
Dun Laoghaire Rathdown County Council
Marine Road
Dun Laoghaire
Co. Dublin

By email: FPladmin@dlrcoco.ie

06/09/2022

BUILDING HEIGHTS AMENDMENT, CHERRYWOOD SDZ

RE: RESIDENTIAL AND VILLAGE CENTRE DEVELOPMENT - PLOT T11,
AT: Development Area 8 (Tully), Cherrywood SDZ, Laughanstown, Dublin 18.
APPLICANT: Cairn Homes Properties Limited

Dear Sir / Madam,

The following submission to the Building Height and Density Review (Amendment No.8) is made on behalf of Cairn Homes Properties Limited in respect of their lands at Development Area 8 (Tully), Laughanstown, Dublin 18 – Plots T9, T10 and T11.

T9 and T10

Amendment No. 8 proposes an increase in density on Res2 plots to 45-75 units per hectare and allows an additional “+1 floor” on Plot T9. These increases cannot be availed of as T9 and T10 are under construction on foot of planning permission granted under Reg Ref: : DZ19A/0597.

T9 and T10 include 179 dwellings as opposed to the maximum allocation of 246 units which would increase further to 255 units after Amendment No.8. This means that the actual yield will be 76 units less than the Planning Scheme allows.

In the context of the planning application T11, Cairn proposed that the “left over” units from the T9/T10 development be reallocated to the T11 plot to allow that plot to become medium density apartment development closer to the village centre. While DLRC did not appear to have an objection to the proposed built form, it was felt that they were precluded from considering the transfer of units between plots because of a literal interpretation of Appendix F. The result is that the Cairn lands have not achieved their maximum potential yield.

On the basis of the above, Appendix F should be clarified / amended to allow redistribution of density across adjacent plots in the same ownership, subject to best practice urban design and masterplanning principles.

T11 / Village Centre

There is a current planning application (Reg Ref: DZ22A/0623) for part of T11. On the basis that the current application is submitted and construction will need to commence immediately, Cairn has no comments in relation to the increase in the RES2 density band which is acceptable. The comments in relation to the Appendix F methodology have hindered this plot and therefore the request above is restated in relation to Plot T11.

This submission is mainly focussed on T11/ Village Centre which will be the subject of a separate planning application in due course.

The scheme currently proposed by Cairn has been the subject of a number of pre-planning meetings with DAPT and the Planning Authority and this application is due to be submitted in the short term. The form, scale and height of the proposed Village Centre building was acceptable in principle at 4 floors as shown on the image below. However, it could be amended / supplemented by the additional floor if Amendment No.8 is approved in good time.



Proposed Tully Village Centre (Castle Street – South) development – Proposed 4 floors but with potential for additional floor

Amendment No.8 provides for an additional + 1 floor on the Castle Street frontage. The plot ratio maximum is increased from 2.2 to 2.3 (**Table 2.4**) and the maximum residential units is increased from 18,000sqm to 19,500sqm (Table 2.3 and Table 6.8.2).

Based on the Cairn split of the uplift in floorspace (ie. 25.8%¹ of 1,500sqm = 387sqm) this essentially offers potential for an additional 3-4 apartments. This is not a viable proposition and Cairn submit that the floorspace/ plot ratio should be increased further to enable the “+1 floor” to be provided across the T11 frontage of Castle Street.

This could be achieved by adjusting the following parameters

- **Table 2.4: Town and Village Centre Plot Ratio Ranges - Tully VC - Max increased from 2.2 to 2.5**
- **Table 2.3 Tully VC Max units increased from 18,000sqm to 21,440sqm**

The additional 1940sqm of floorspace would increase the residential allocation to Cairn Homes plot to c.500sqm (ie. 25.8% of 1,940sqm = 500.52sqm). While falling short of the level of floorspace/ units for a full floor, this minor change would increase the number of units possible and would mean that the additional floor could be a viable proposition.

In the context of the overall Planning Scheme we submit that the minor increase in density/ floorspace is insignificant and will have no material implications for infrastructure provision, particularly when noting, as outlined above, that the Res2 lands within T9, T10 and T11 will leave in the region of 100 residential units undeveloped when compared to the Planning Scheme maximums.

We look forward to your decision in due course.

Yours sincerely,



Ray Ryan
BMA PLANNING

¹ The agreed Cairn : Quintain split for Tully Village Centre is 25.8%: 74.2%

Proposed Building Heights Amendment

SUB 3

Cherrywood Planning Scheme Proposed Amendment No.8 (Building Height and Density Review)

Submission On behalf of:

Hines Cherrywood Development Fund ICAV



**SUBMISSION RELATING TO
HIE & COMMERCIAL
PLOTS**

September 2022

BMA PLANNING

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1.0 INTRODUCTION

This submission to the current building height/ density review of the Cherrywood Planning Scheme (CPS) is made on behalf of Hines Cherrywood Development Fund ICAV (hereafter HCDF) in relation to their lands at Cherrywood known as :-

- HIE Plots – HIE 4 and HIE5
- Commercial Plots – CU2 and CU3



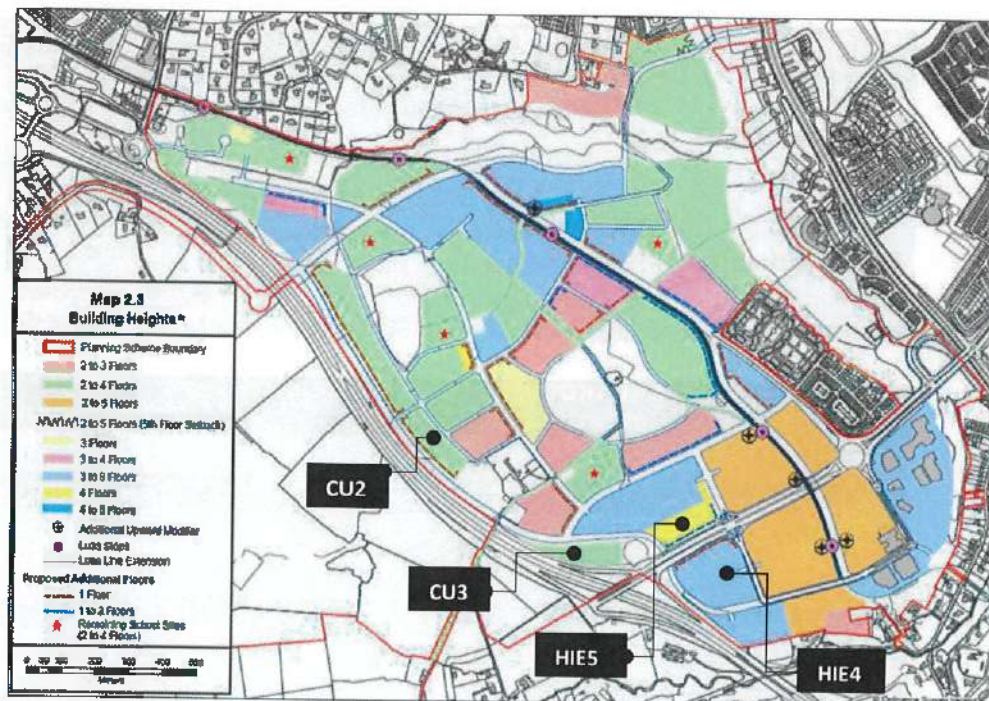
All 4 plots are within DA7 Macnebury

Amendment No. 8 changes in relation to 3 of the 4 plots as follows

- HIE4 Proposed Additional Floors (Map 2.3) **1 floor**
- HIE5 Proposed Additional Floors (Map 2.3) **1 to 2 floors**
- CU2 Proposed Additional Floors (Map 2.3) **1 floor**
- CU3 Plot is designated 2 to 4 floors on Map 2.3 (no change) but Table 6.7.1 is now also changed to 2 to 4 storeys (was 2 to 3 storeys)

No changes are made in relation to the plot ratio parameters for any of the 4 plots.

Proposed Amended Map 2.3 Building Heights



This submission addresses two distinct issues affecting the HIE plots and the Commercial plots respectively in Sections 2.0 and 3.0 below.

2.0 HIE PLOTS – HIE4 AND HIE5

HIE plots are allocated an additional 1 or 2 floors. This is appropriate and will provide a more appropriate edge to WLR.

However, no additional floorspace is provided to accommodate these additional floors. HCDF has tested the HIE4 and HIE5 plots and it is possible to achieve the current levels of floorspace within the building height limits currently prescribed in the Planning Scheme. Therefore, there is no practical benefit to the additional floors now proposed in Amendment No. 8 as there is no reason to build the same amount of floorspace over more floors.

HCDF requests an increase in the plot ratio to 1:2.0 which would facilitate an increase in the maximum quantum of floorspace as detailed below for plots HIE4 (69,000sqm) and HIE5 (31,000sqm) respectively.

These plot ratios are supported by design feasibility studies for typical HIE/ office buildings undertaken for this sites.

HIE5, in particular, has been allocated 1-2 additional floors and suffers from the very low density of 1:1.2. The adjacent Res3 (M1) plot has been allocated an additional 45 units per hectare and the scale and massing of this plot will increase without a corresponding increase in the adjacent plot.

We would respectfully ask DLRCC to consider this and to take this opportunity to rectify this issue now.

BREAKDOWN FOR SITE HIE 4	
Area HA	3.4
Max Quantum Sq.m	58,000 68,000
Plot Ratio	Max 1:1.7 1:2.0
Building Height in Storeys	Max 5 6 *(as proposed by amendment 8)

BREAKDOWN FOR SITE HIE 5	
Area HA	1.55
Max Quantum Sq.m	19,000 31,000
Plot Ratio	Max 1:1.2 1:2.0
Building Height in Storeys	Max 4 6 *(as proposed by amendment 8)

3.0 COMMERCIAL PLOTS – CU2 AND CU3

The Commercial plots have a very different issue which reflect the different nature of the uses permissible and their typical density characteristics (plot ratio, site coverage and building height).

Plot CU2 has been allocated an additional 1 floor. CU3 is now 2 to 4 storeys which addresses the conflict in the current Planning Scheme between the Map 2.3 categorisation (2 to 4 storeys) and Table 6.7.1 (2 to 3 storeys).

Since acquiring the lands in 2015 HCDF has been exploring options for the Commercial plots along the M50. With all HIE type uses prohibited, most of the uses identified for these plots do not (and cannot) achieve the required minimum plot ratio.

For example, many of the primary land uses identified in Appendix A are only suitable to a large floor plate with a high floor to ceiling height and some internal office/ admin support floorspace over part of the floorplate ie. Science and Technology, Cash-and-Carry/wholesale, industry, motor sales outlet, warehousing etc. Such uses cannot achieve a plot ratio of 1:1 and, in some cases, can have a minimum floor to ceiling height in excess of 12 metres.

Indeed, for the aforementioned commercial uses, standard industry practice is a plot ratio of c. 1:0.25 to 1:0.4 with very few schemes achieving a plot ratio in excess of 1:0.5. Feasibility studies completed by industry experts for these plots have not been able to design a viable scheme with a plot ratio in excess of 1:0.5.

Therefore, two changes are sought :

1. Reduce the minimum plot ratio from 1:1 to 1:0.5
2. Clarify that the reference to Storeys for these plots can be "Storeys (or equivalent)"

3.1 CU2 (M7)

Design feasibility studies undertaken on this plot for various layouts initiated by inbound inquiries for these sites have resulted in a plot ratio of between 1:0.4 and 1:0.5. HCDF propose a change in minimum plot ratio to 1:0.5.

The site area for CU2 as per the Planning Scheme is 1.6 HA and the plot is compromised by attenuation on the Beckett Road and Mercer Road sides which further impacts on the developable area.

Therefore, as outlined below, the site area should be corrected to 1.5HA and the minimum building quantum should be reduced to 7,500 sqm as detailed below.

Site CU 2		
Area HA	1.6 1.5	
Min Quantum Sq.m	16,000 7,500	
Min Plot Ratio	Min 1:1 1: 0.5	
Building Height in Storeys *	Min	Max
	2	4 5

* Reference to storeys may be interpreted as "storeys (or equivalent)"

The Cross Section (Section 6: Indicative Cross Section of Beckett Road) indicates a 2m – 4m Setback/ Privacy Strip" from the footpath edge. This is not possible as there is a "Physical Infrastructure" strip along the entire length of the plot and this is to accommodate a surface water attenuation in the form of a 'Linear Detention Basin" of 5 metres in width. The cross section should be amended to reflect this and this constraint further supports the changes sought above.

3.2 CU3 (M3b)

Site constraints and primary land uses as listed in the Cherrywood Planning Scheme are not conducive to a plot ratio of 1:1 and minimum building quantum of 13,000 sqm. This is supported by design feasibility studies undertaken for various commercial uses on the site, none of which have achieved a plot ratio close to 1:1.

The metric is more onerous on this plot which has a narrow point at its western end meaning that much of the plot is undevelopable.

To provide flexibility, it is recommended that this plot is changed to a minimum plot ratio of 1:0.5. This would suggest a minimum floorarea of 7,500 sqm.

Site CU 3		
Area HA	1.3	
Min Quantum Sq.m	13,000 6,500	
Min Plot Ratio	Min 1:1 1:0.5	
Building Height in Storeys *	Min	Max
	2	3 4

* Reference to storeys may be interpreted as "storeys (or equivalent)"

4.0 CLARIFICATION SOUGHT RE “EQUIVALENT” BUILDING HEIGHT

In terms of the interpretation of building height, in addition to the asterisk inserted above, it would be appropriate if the following bullet point was added at Section 2.9 (Building Heights) of the Planning Scheme

- *In cases where buildings do not follow the normal pattern of floors/ storeys, consideration can be given to such uses based on the equivalent building height in metres*

This is important to include in the Planning Scheme based on feasibility studies undertaken and queries from prospective end users regarding the interpretation of the building height parameters in the Planning Scheme.

5.0 CONCLUSION

- HIE Plots should be allocated additional floorspace to accommodate the additions 1 to 2 floors assigned to them under Amendment No.8. Otherwise, additional density/ height will not be delivered. A plot ratio of 1:2.0 is sought for HIE4 and HIE5.
- Commercial plots involve land uses that will not achieve the minimum plot ratio of 1:1. To provide flexibility, it is recommended that plot CU2 and CU3 are changed to a minimum plot ratio of 1:0.5. Clarity should also be included to provide that where buildings do not follow the normal pattern of floors/ storeys, consideration can be given to such uses based on the equivalent building height in metres

BMA PLANNING
September 2022

Proposed Building Heights Amendment

SUB 4



**SIMON CLEAR & ASSOCIATES
PLANNING AND DEVELOPMENT
CONSULTANTS**

Cherrywood SDZ Planning Scheme

Building Heights Amendment

Submission

Client: William Neville & Sons

6 September 2022

**Simon Clear B.A. Dip. T.P. MIPI
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1. Background

The *Urban Development and Building Height Guidelines for Planning Authorities* (December 2020) (hereafter the Guidelines) require the Development Agency/Planning Authority to review adopted Planning Schemes to increase building heights in appropriate urban locations. This requirement is articulated under SPPR 3 (B) of the Guidelines, copied below.

(B) In the case of an adopted planning scheme the Development Agency in conjunction with the relevant planning authority (where different) shall, upon the coming into force of these guidelines, undertake a review of the planning scheme, utilising the relevant mechanisms as set out in the Planning and Development Act 2000 (as amended) to ensure that the criteria above are fully reflected in the planning scheme. In particular the Government policy that building heights be generally increased in appropriate urban locations shall be articulated in any amendment(s) to the planning scheme

The Cherrywood SDZ Development Agency and Dun Laoghaire Rathdown County Council (DLRCC) intends to comply with this requirement by seeking to amend the Cherrywood Planning Scheme under the provisions of Section 169 of the Planning & Development Act, 2000 (as amended).

2. Planning Principles

There are two main imperatives for review as required by the Guidelines – increased density and height of development in proximity to mobility corridors and in locations where taller buildings will contribute to a sense of place.

2.1 Public Transport

The Guidelines note that substantial investment in public transport infrastructure is a key tenet of Project Ireland 2040, particularly in cities and towns through investment in a range of modal solutions, including rail, Metrolink, LUAS, Bus Connects and walking and cycling networks. In order to optimise the effectiveness of this investment in terms of improved and more sustainable mobility choices and enhanced opportunities and choices in access to housing, jobs, community and social infrastructure, development plans must

actively plan for and bring about increased density and height of development within the footprint of developing sustainable mobility corridors and networks. [emphasis added]

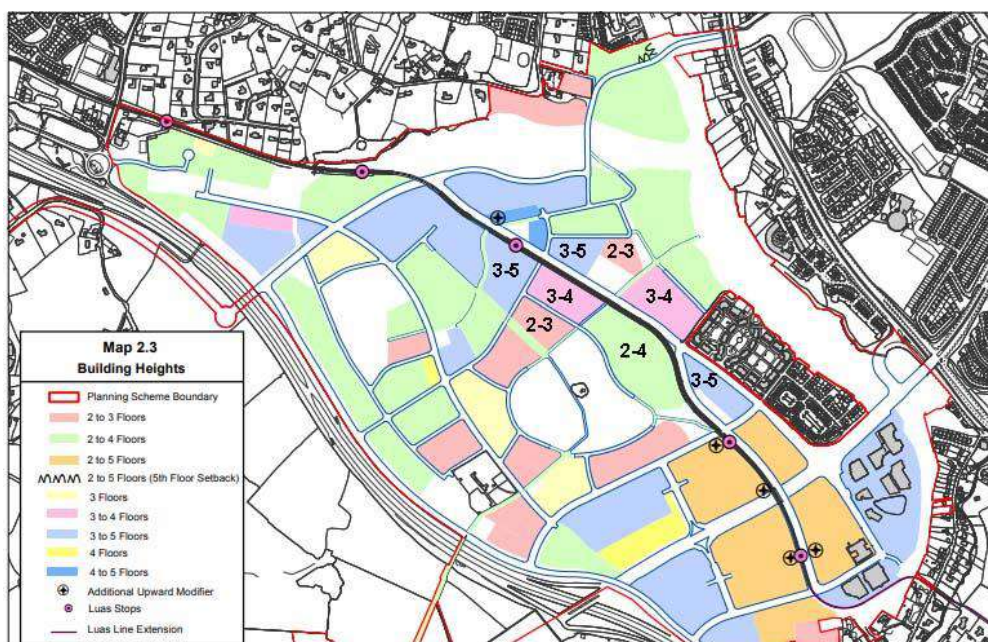
2.2 Placemaking

The Guidelines also note that taller buildings can also assist in reinforcing and contributing to a sense of place, such as indicating the main centres of activity, important street junctions, public spaces and transport interchanges. In this manner, increased building height is a key factor in assisting modern placemaking and improving the overall quality of our urban environments. [emphasis added]

3. Proposed Amendments to Building Height

The Wm Neville & Sons (WNS) lands are centrally located within the Planning Scheme and are traversed by the Luas public transport corridor and the main spine road, Grand Parade. Therefore, these lands meet the specific criteria for enhancement of density and height.

Under the provisions of the permitted Planning Scheme as indicated on Map 2.3, a substantial portion of Grand Parade has a maximum height of 4 storeys, rising to 5 storeys closer to the Luas stops. The current height allowances on the Neville plots are annotated on the map below.



SDZ Planning Scheme Map 2.3

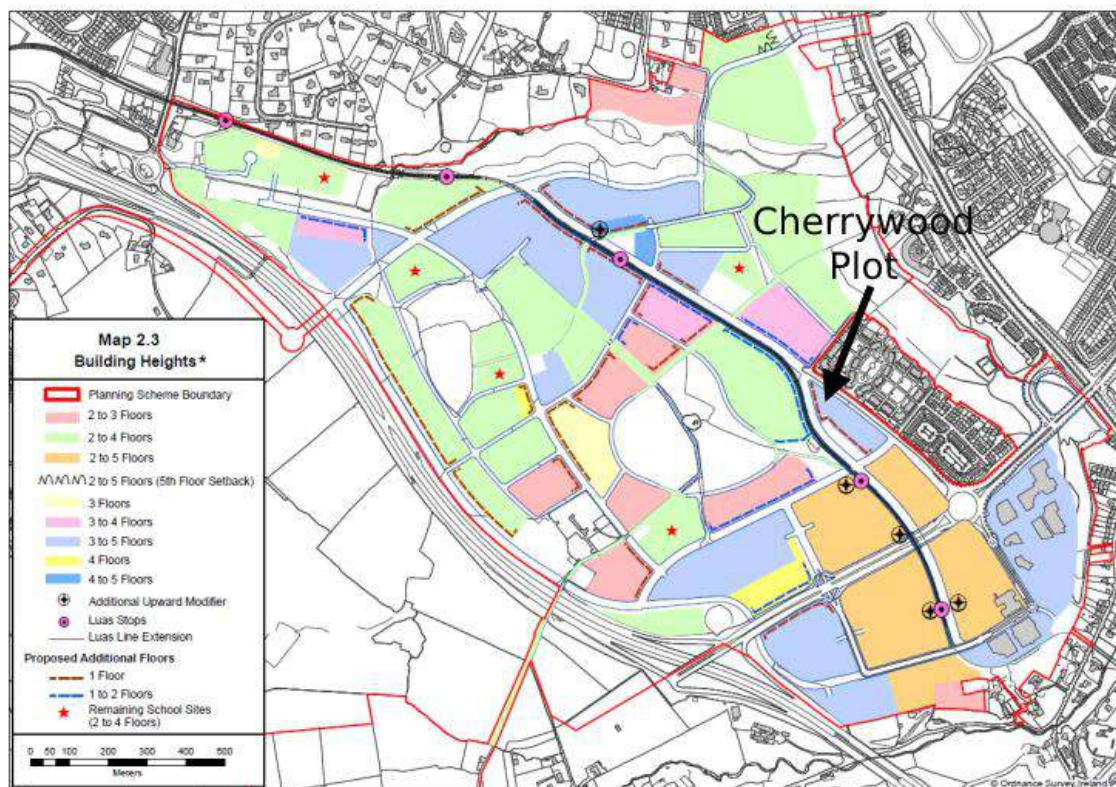
The proposed Amendments seek to add an additional 1 to 2 storeys along Grand Parade, creating a consistent corridor height of 6-storeys.

In compliance with the objectives of the Guidelines to increase density and create a strong sense of place, the proposed Amendments to building height are welcome insofar as they relate to WNS plots located in Development Area 1 Lehaunstown and Development Area 4 Domville.

4. Request for Additional Height

It is submitted that the WNS plot located in Development Area 2 Cherrywood, marked below, warrants further consideration as an appropriate location for additional height above the 6-storey limit along this corridor.

Proposed Amended Map 2.3 Building Heights



The Guidelines recognise the role of taller buildings in terms of placemaking and improving the overall quality of our urban environments. Important street junctions and transport interchanges are specifically referenced in Section 2.5 of the Guidelines as appropriate locations for additional height (see extract below). The provision of an 8-

<https://simonclear.sharepoint.com/sites/SimonClearAssociates/Shared Documents/General/Public/Documents/NEVILLE, SEAMUS - 602.0MB/CHERRYWOOD/Planning Scheme Height Amendment/Submission Sept. 2022/Cherrywood Planning Scheme Submission.doc>

storey building marking the nodal point of 2 major roads in Cherrywood, Grand Parade and Tullyvale Road, and the location of the designated (and permitted) Transport Interchange would be an appropriate urban design response.

2.5 Furthermore, while taller buildings will bring much needed additional housing and economic development to well-located urban areas, they can also assist in reinforcing and contributing to a sense of place within a city or town centre, such as indicating the main centres of activity, important street junctions, public spaces and transport interchanges. In this manner, increased building height is a key factor in assisting modern placemaking and improving the overall quality of our urban environments.

Having regard to the unique characteristics of this plot, it is requested that the Planning Scheme be amended to facilitate up to 3 additional floors (8-storeys) in the northern part of the plot (with associated increase in density – see Section 4).

Further Urban Design considerations in respect of this plot are included in Appendix 1 prepared by Reddy Architecture & Urbanism.

5. Proposed Amendments to Quantum and Density

The current Planning Scheme provides for the development of up to 8,786 residential units. The Neville lands are tasked to provide a mix of residential densities including Res 2, Res 3 and Res 4 and Village Centre plots.

The proposed Amendments facilitate up to 10,500 residential units, to be achieved by increasing the density in each zone.

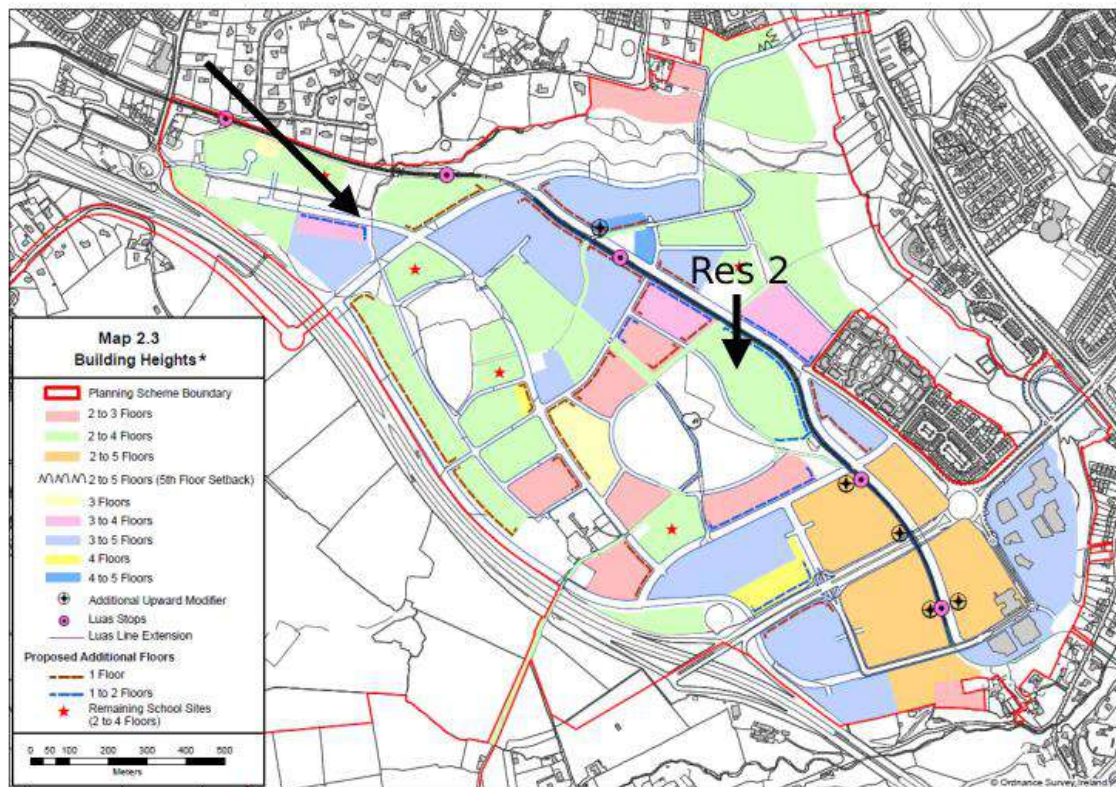
The existing and proposed densities are shown below.

Density Type	Land Area HA	% Split	Min Density Range*	Max Density Range*	Min Units	Max Units
Res 1	3.9	5%	35	50 55	137	195 215
Res 2	44.5	58.5%	45	70 75	2,003	3,073 3,338
Res 3	21.8	28.5%	65	100 145	1,417	2,130 3,161
Res 4	5.9	8%	85	125 175	502	738 1,033
Mixed Use Areas	N/a	N/a	N/a	N/a	Circa 1,596	Circa 2,050 2,160
Developed to date	N/a	N/a	N/a	N/a	600	600
TOTALS	76	100%	-	-	Circa 6,255	Circa 8,786 10,500

6. Request for Additional Density

The proposed density increase for **Res 2** from 70 to 75 units per hectare is modest in the context of one particular Res 2 plot (marked below), which has a substantial frontage to Grand Parade with potential for 6-storeys in accordance with the proposed height amendments.

Proposed Amended Map 2.3 Building Heights



Permitted (4-storey) development on this plot has a density of c. 63 units per hectare. Increasing the apartment buildings to 6-storeys will require a density of greater than 75 units per hectare. It is considered sensible that this plot (identified Res 2 above) be amended to Res 3, with a density range of 65 to 145 units per hectare. This will ensure that the density achieved is compatible with the proposed height amendments.

Furthermore, on foot of the earlier request for 8-storeys at the Grand Parade/Tullyvale Road node, it is requested that the Planning Scheme includes a 'Res 5' density band of 175-250 units per hectare¹.

7. Request

It is requested that this submission be taken into careful consideration by the Planning Authority and that the Planning Scheme be further amended to facilitate additional height

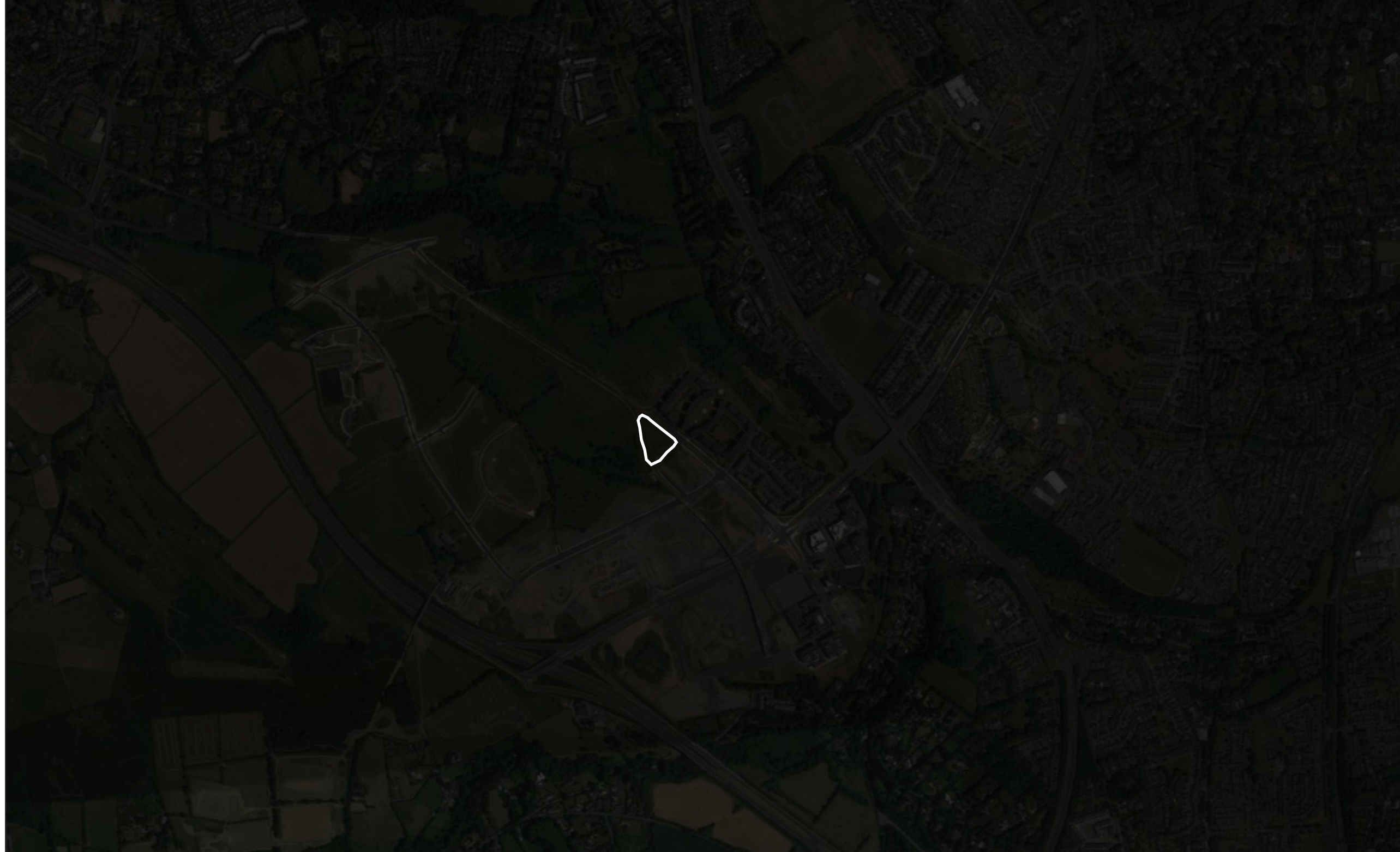
¹ The northern part of the plot has an area of 0.57ha. A density of 250uph would yield an additional 71 units at this location, which is modest in the context of the overall Planning Scheme.

and density at the Grand Parade/Tullyvale Road node and additional density at the Res 2 Grand Parade plot.

Yours sincerely,

Darran Quaile

Appendix 1 – Urban Design Considerations for Cherrywood Res 4 Plot



RES 4 SITE, DOMVILLE, CHERRYWOOD
SUBMISSION

BUILDING HEIGHTS AT RES 4,
CHERRYWOOD

SEPT 2022
Rev A

**Sustainable
Urban
Development**

02.1-Site Opportunity



CHERRYWOOD SDZ_RES 4

The Res 4 site provides an opportunity to create a sense of place and a context definition for Cherrywood through considered planning and development measures.

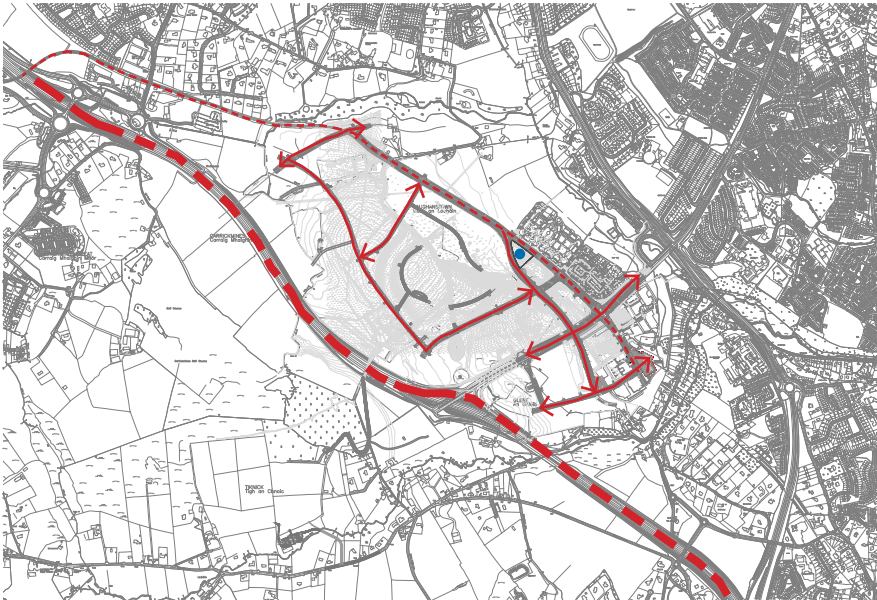
A critical element of this is to achieve adequate and meaningful height on a site which defines a nodal point and gateway to the town centre.

In marking this prominent site it is essential that the built environment responds to the challenge of defining a point in place through form, materiality, permeability and profile. Ensuring that densities are achieved, while maintaining cogniscance of not only surrounding context but societal development, an increase in height from that which was originally proposed in 2014 through the Framework Plans of five storeys is an intrinsic part of these proposals; and it through these defining characteristics for the site that the overall Cherrywood scheme achieves a variety of character areas and nodes.



PROPOSED DEVELOPMENT VIEWED FROM THE SOUTH ILLUSTRATING SURROUNDING CONTEXT

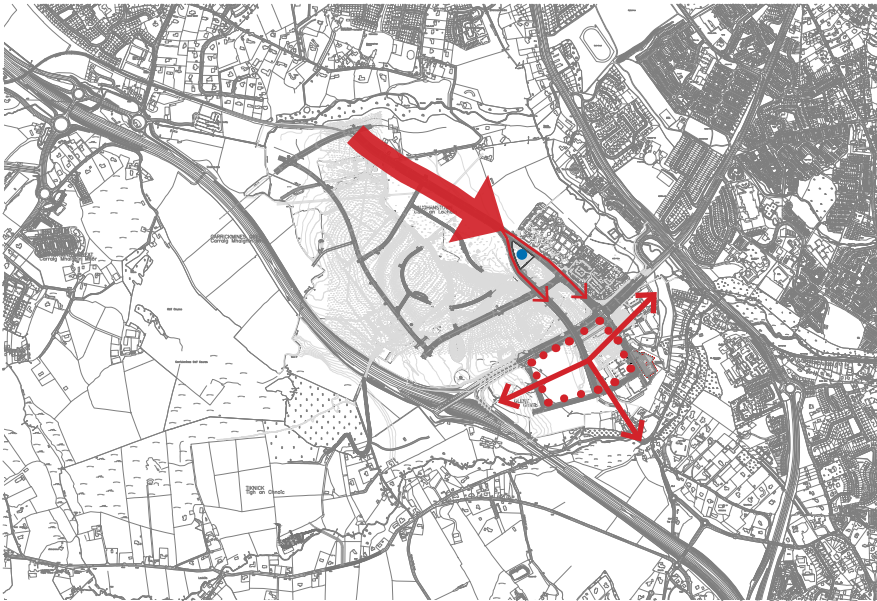
02.2-Urban Form Assessment



SITE RESPONSE 1

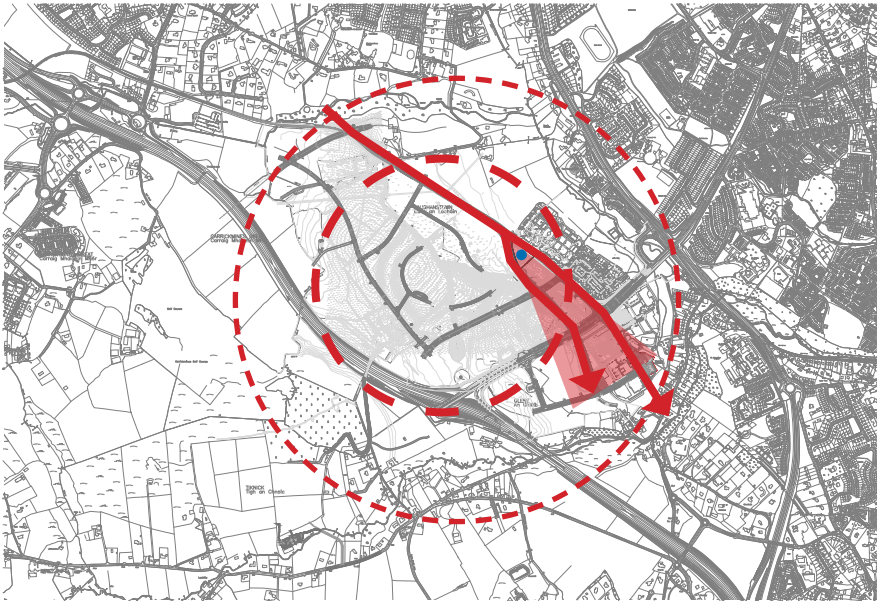
The site forms an important nodal point where Grand Parade and Tullyvale road diverge to form this key promontory site.

The site sits in a very prominent location that has the potential to form the backstop of a long uninterrupted view from the intersection of Lehaunstown Lane and the Luas line, looking east back towards Cherrywood Town Centre.



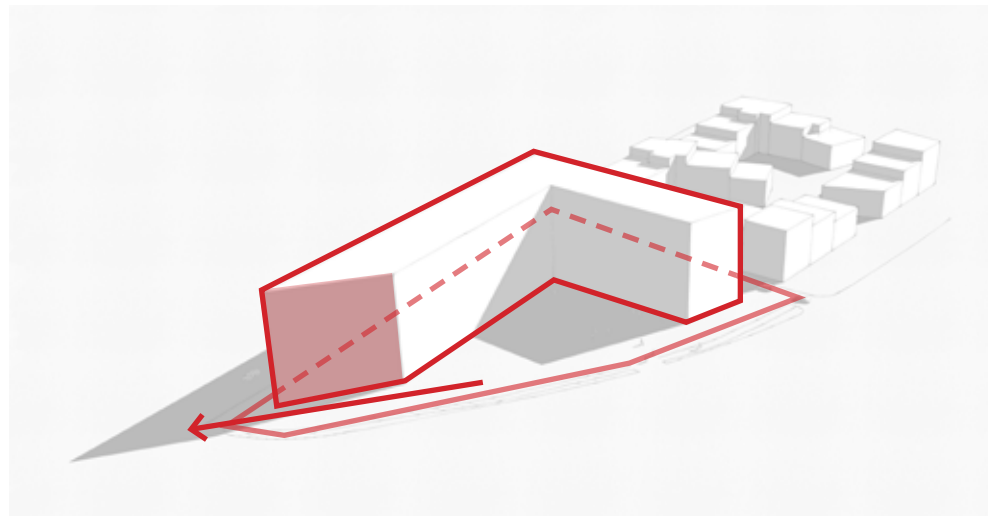
SITE RESPONSE 2

In urban design terms, this site acts a nodal point for the change in direction of the Luas Line as it enters the town centre, and would form an important landmark which would help better orient people within the proposed urban landscape.



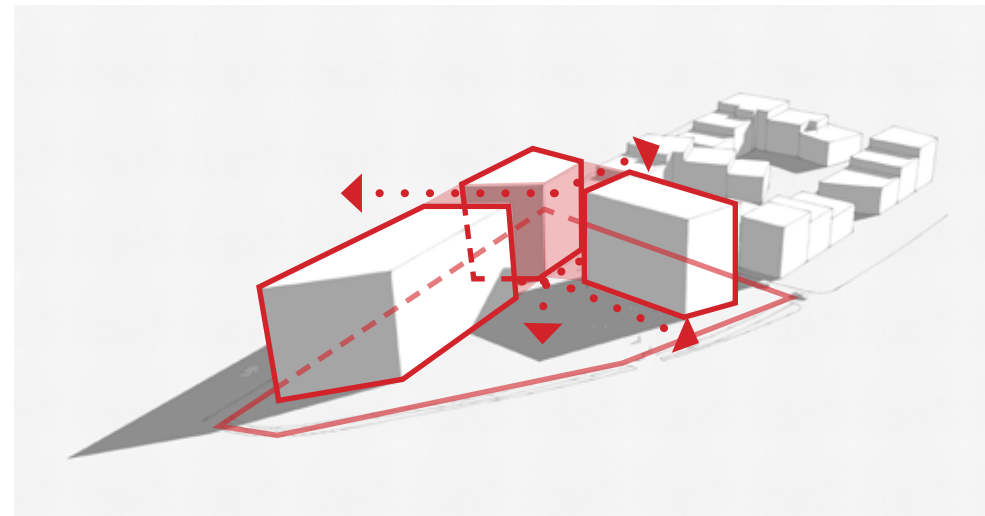
SITE RESPONSE 3

The site is relatively low-lying, and can easily accommodate additional height. In tandem with this, the distances from the adjacent Tullyvale to the North and the proposed development on the Domville Site to the east are significant, and as such, in order to create a meaningful sense of enclosure to the street, additional height will be required.



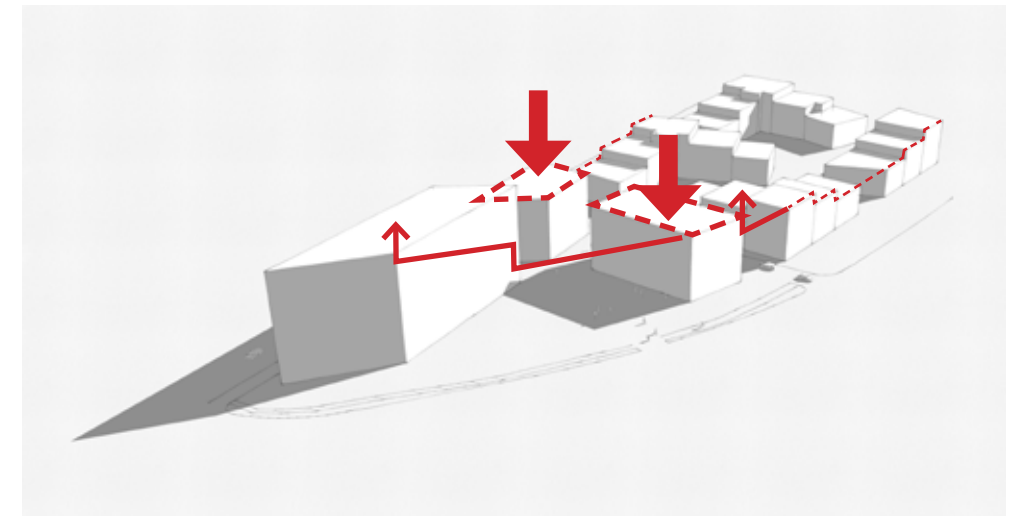
SITE RESPONSE

A promontory site to the north of Cherrywood Res 4, the site forms a triangular land form between two primary transport modes of rail and vehicular. Defining this bow, the mass responds by ensuring the junction is clearly defined. Parking provision uses the existing site topography to provide a basement level.



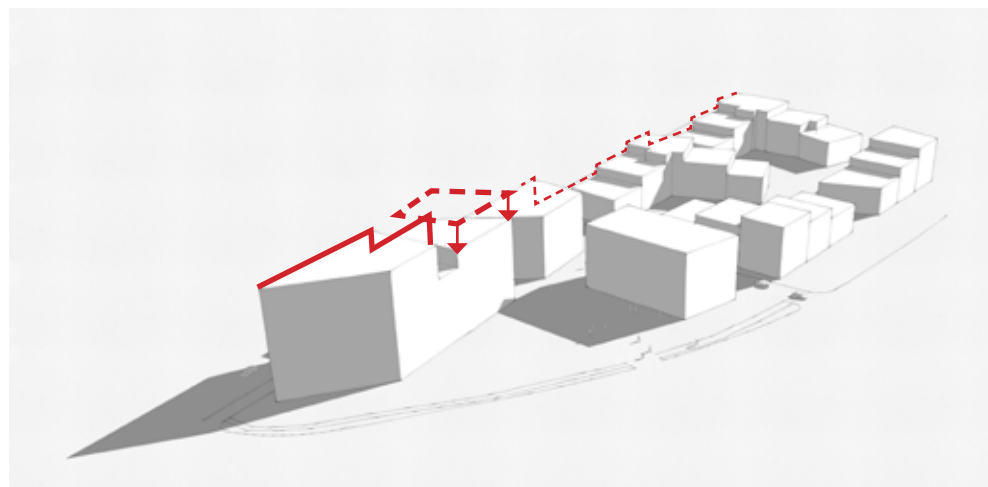
TRIPARTITE MASSING

The primary building form responds to street level functions and separates the form to provide movement and light.



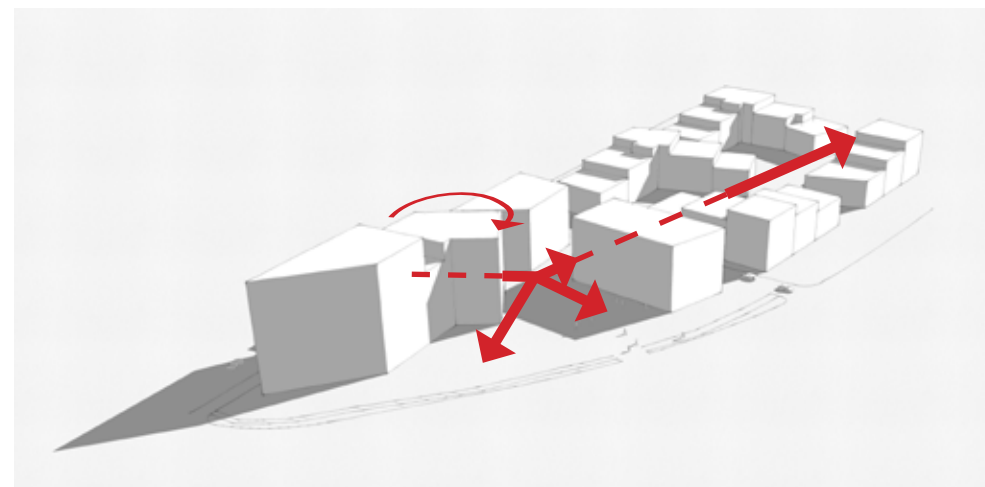
MASSING PROFILE

Reference to proposed context of adjacent site has followed a stepped approach to the massing profile with incremental heights to continue the overall urban skyline.



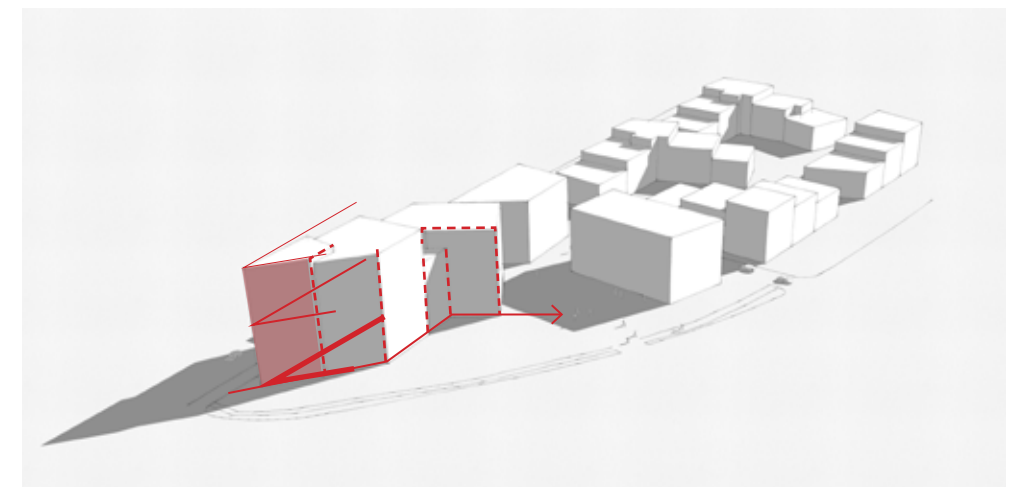
CONTEXT PROPOSALS

The eastern edge is bounded by the luas extension and existing residential neighbourhoods. The primary building form addresses this edge by reducing the profile further and continuing the stepped roofline towards the southern end of Res 4 lands.



PERMEABILITY

Ensuring an open and permeable link is created to connect the transport nodes of luas and bus routes adjacent to the east and western edges of the site respectively. Residents are encouraged to use the communal spaces while at ground level a gym and concierge provide daytime activity. The form further allows a greater degree of light and interest to the proposals.



ARTICULATION

Creating a definition of *place* and character for this location requires considered form, materials and grain. By defining the northern-most edge of the building defines the site, referencing the junction beyond the site. The uninterrupted views south towards the building along this route requires a strong reference point which is achieved through a combination of form, height and material.



Aerial view south of Res 4 with site proposals in centre and surrounding context



Aerial view of Block A



Aerial view of west illustrating the context of Res 4, Domville and Tullyvale



Eye-level view of site proposals illustrating the sites nodal position and promontory character which requires definition and height

Proposed Building Heights Amendment

SUB 6

Cherrywood Development Agency
Dun Laoghaire Rathdown County Council
County Hall, Marine Road,
Dún Laoghaire,
Co. Dublin

6th September 2022

Dear Sir/Madam,

RE: Proposed Building Height Amendment of the Cherrywood Planning Scheme

DLR Properties welcomes the opportunity to make a submission on the Proposed Building Height and Density Amendment No 8 to the Cherrywood Planning Scheme (CPS). This submission relates to Building 1, Cherrywood Business Park and should be read in conjunction with our previous submission dated March 2020 (attached with photographs updated for context).

DLRP Submission dated March 2020

In our March 2020 submission, DLRP set out the rationale to insert a new specific objective for Development Area 6A of the Cherrywood Planning Scheme as follows:

"DA 41 That the future redevelopment of the lands within H1E1 at the junction of WLR and Cherrywood Avenue provide for a landmark building at this important junction with an upward modifier of +1-3 floors above 5 floors and a maximum plot ratio of 2.5."

The current policy of the CPS designates the subject site as 'principal frontage' but limits the development of the site to a maximum of 5 floors. The proposed objective would facilitate the development of a landmark building at a strategic junction and key entry point into Cherrywood and better reflect the emerging heights and densities in adjoining schemes

Proposed Amendment No 8: Building Height and Density Review

We note that the background report prepared by Loci, for the proposed amendment, states that

- *"Local landmarks, such as corner buildings, can provide identity and points of orientation. Making them higher than the surrounding buildings will emphasize their importance"*
- *"Increased building height at certain locations, such corners, junctions or focal/prominent locations can greatly aid local legibility and, if appropriately designed, can have very limited impacts on the environmental conditions of streets and"*
- *"There is scope to consider targeted building height increases, subject to assessment, based on the designated, principal frontages of the CPS. In addition, general criteria around the treatment of corners and the potential for an additional floor to contribute to local legibility should be considered."*

DLR Properties Limited

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Cllr. Thomas Kivlehan, Cllr. Barry Saul, Cllr. Carrie Smith, Jim Walsh

The Loci Study recommends increase height along existing 'principal frontages' including Cherrywood Avenue outside of the town centre frontage. Notwithstanding this, the proposed amendment No 8 does not provide any increase in height or density for Building 1.

It does provide for additional height at 'principal frontages' on H1E zoned land fronting the Wyattville Link (WLR) but not along the Building 1 frontage to the WLR. This is despite Building 1 occupying the prominent corner junction at the main entrance to the Cherrywood Business Park. .

Therefore, for the reasons set out in our original submission we would again request that a new specific objective for Development 6A be inserted as follows:

"DA 41 That the future redevelopment of the lands within H1E1 at the junction of WLR and Cherrywood Avenue provide for a landmark building at this important junction with an upward modifier of +1-3 floors above 5 floors and a maximum plot ratio of 2.5."

We would respectfully submit that the above objective is supported by the analysis in the LOCI background report. The floorspace required to facilitate the development of a landmark building at this junction is available from existing H1E 1 floorspace capacity that has not been realised. Therefore, the proposed objective does not present any issues in terms of the carrying capacity of existing infrastructure.

We trust the above is in order and we look forward to hearing from you.

Kind Regards



Conor Dalton

For and on behalf of DLRP



Building Height Massing Study – Block AA/ Building 1 Cherrywood Business Park

1st September 2022

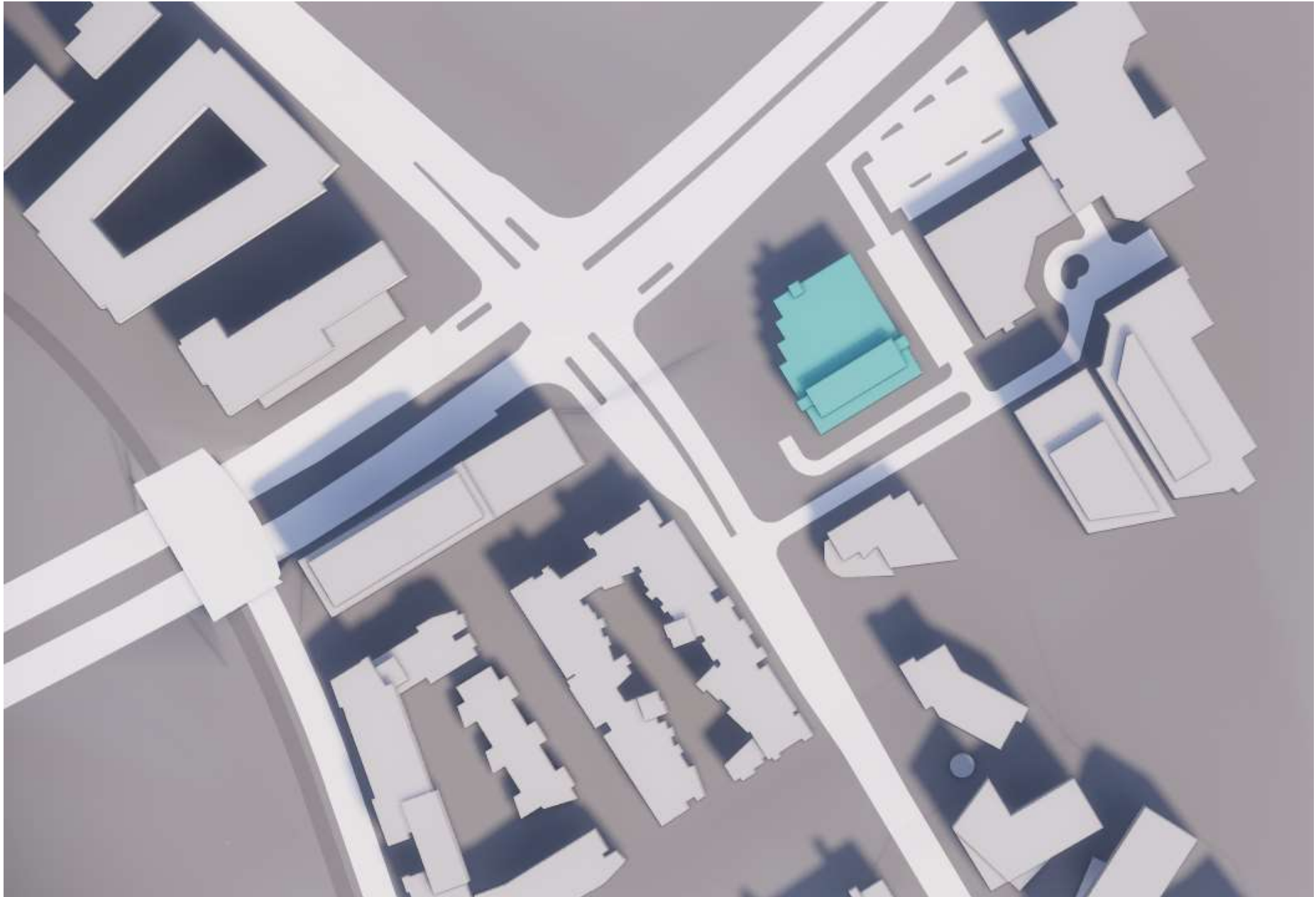
Existing View from North with Block AA on left



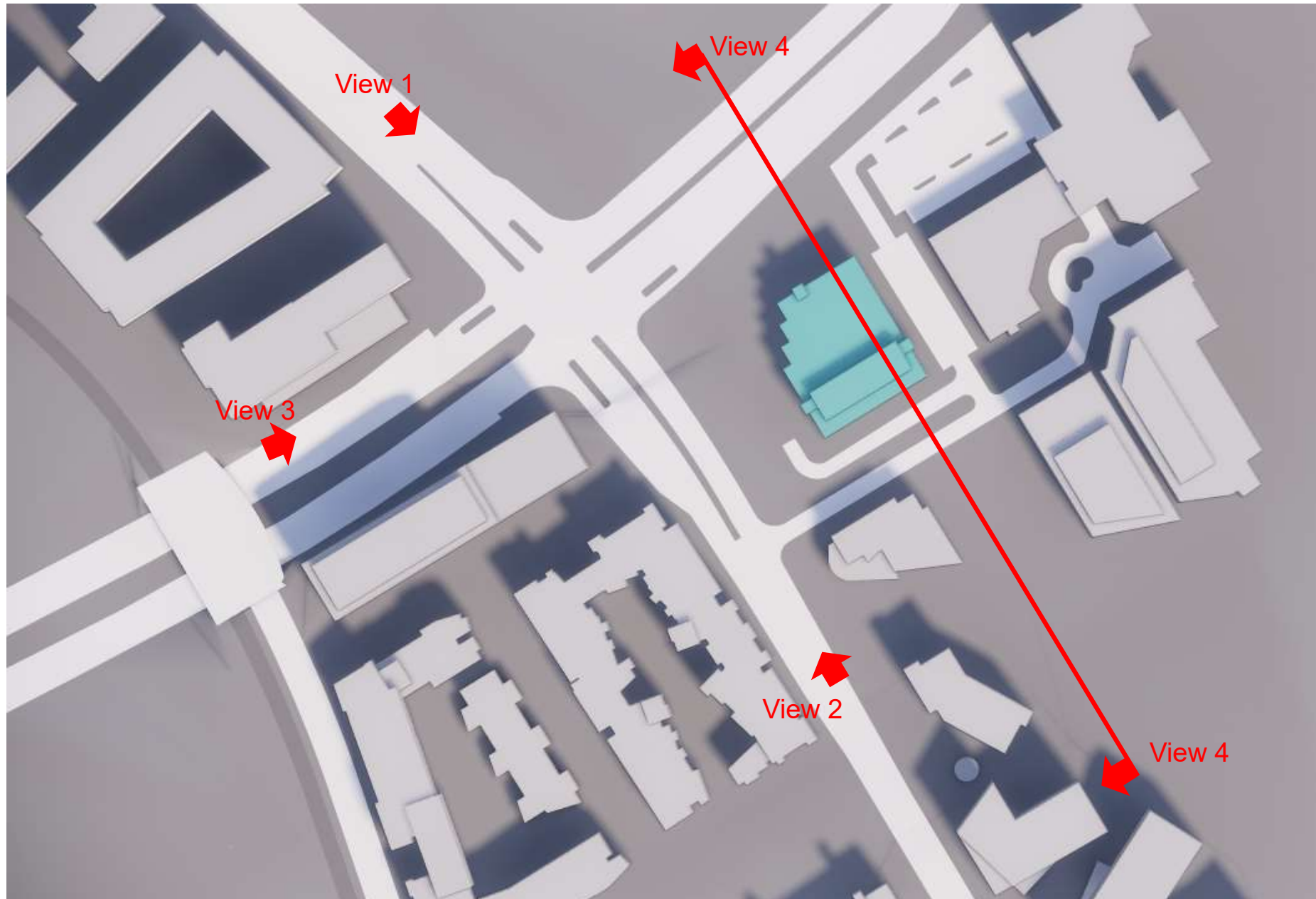
Existing View along Cherrywood Avenue from South - Block AA is not visible



Existing Block AA in Emerging Context



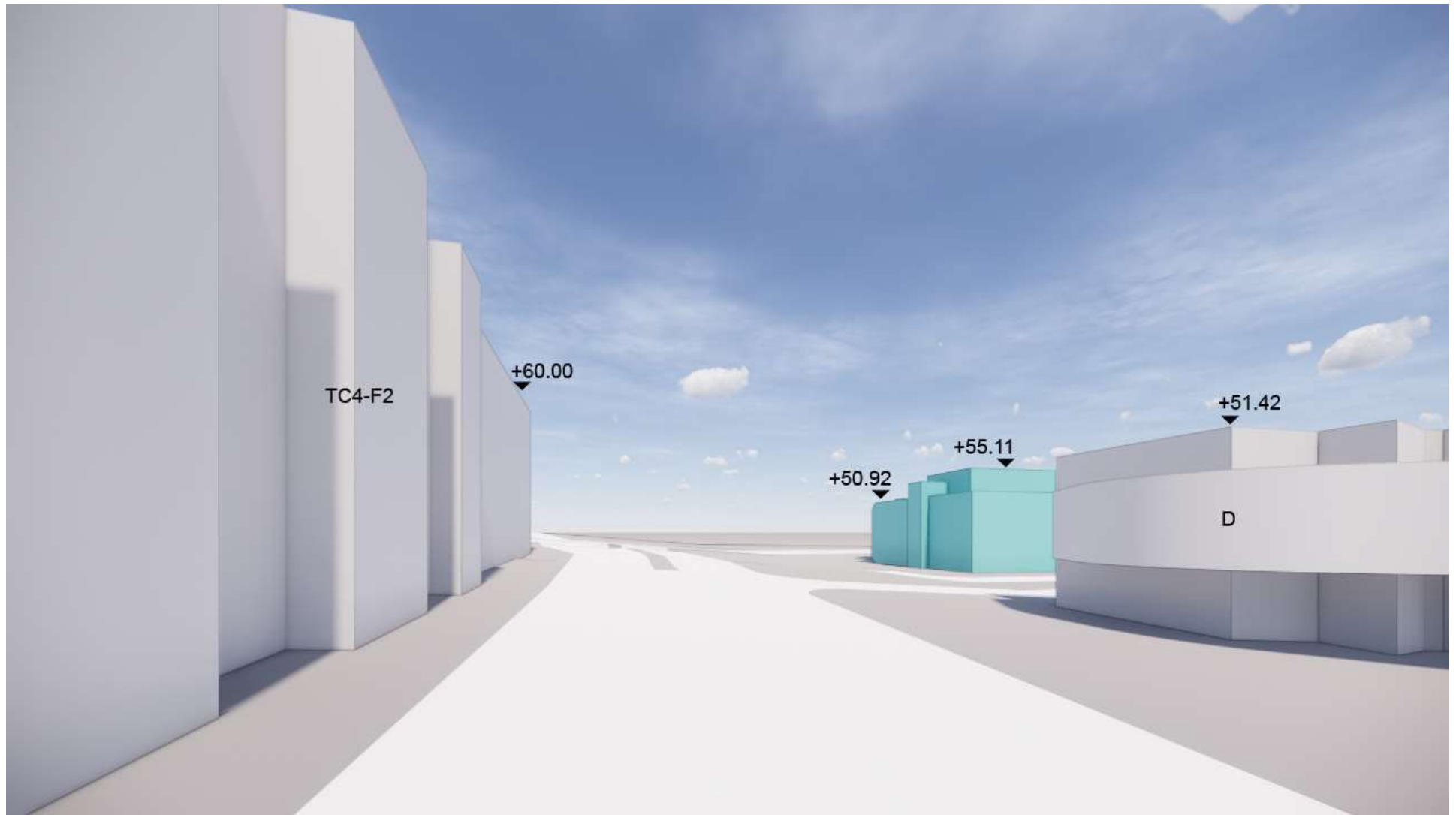
Existing Block AA: View Reference Plan



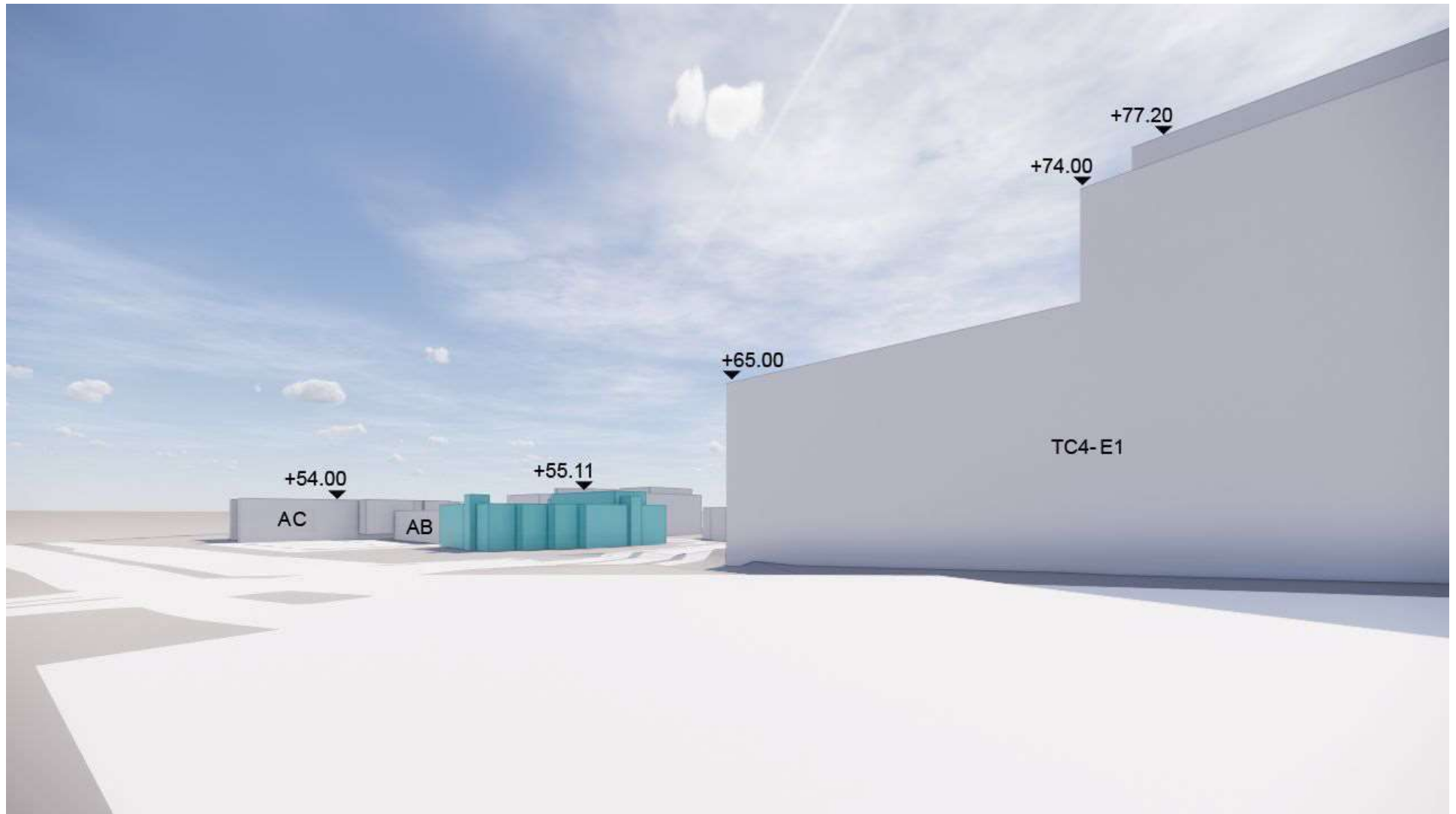
View 1: Existing Block AA in Emerging Context from North-West (Tully Vale Road)



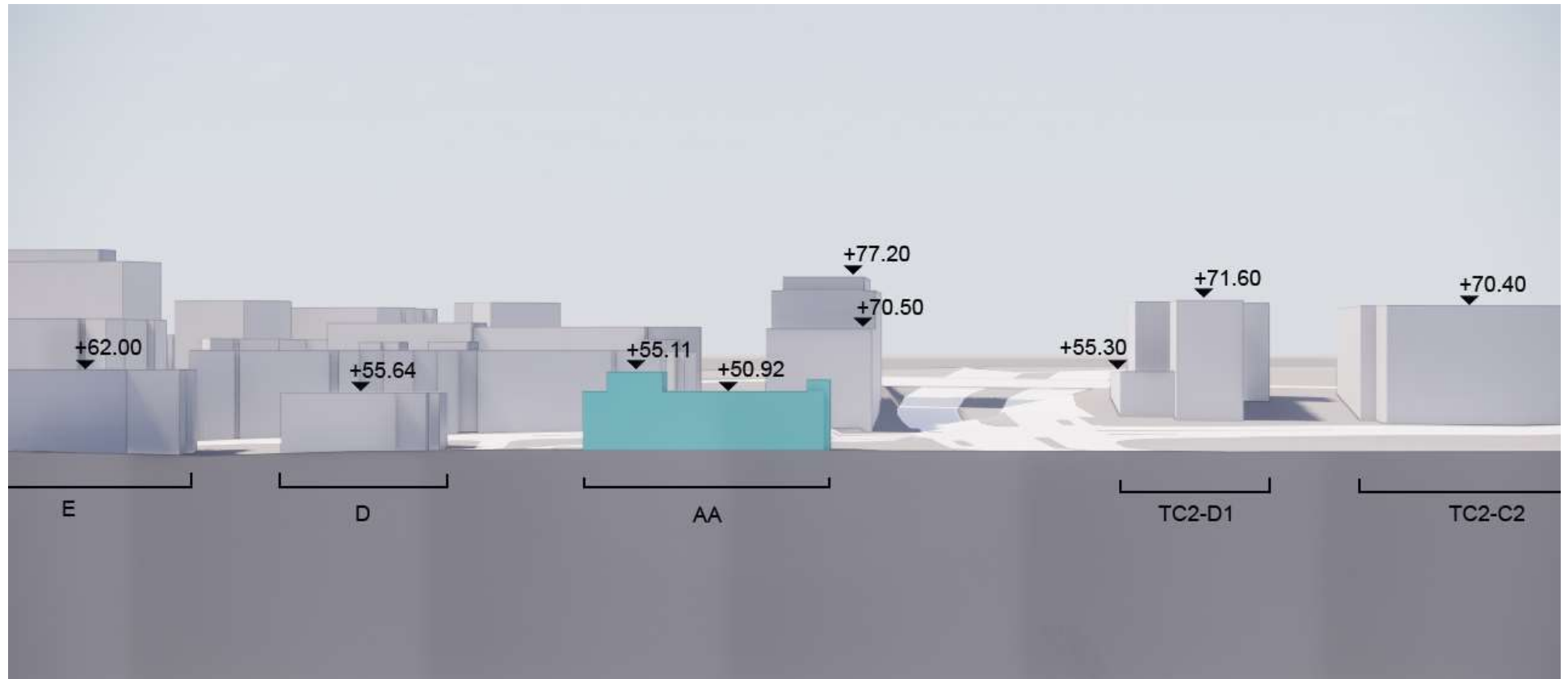
View 2: Existing Block AA in Emerging Context (Cherrywood Avenue)



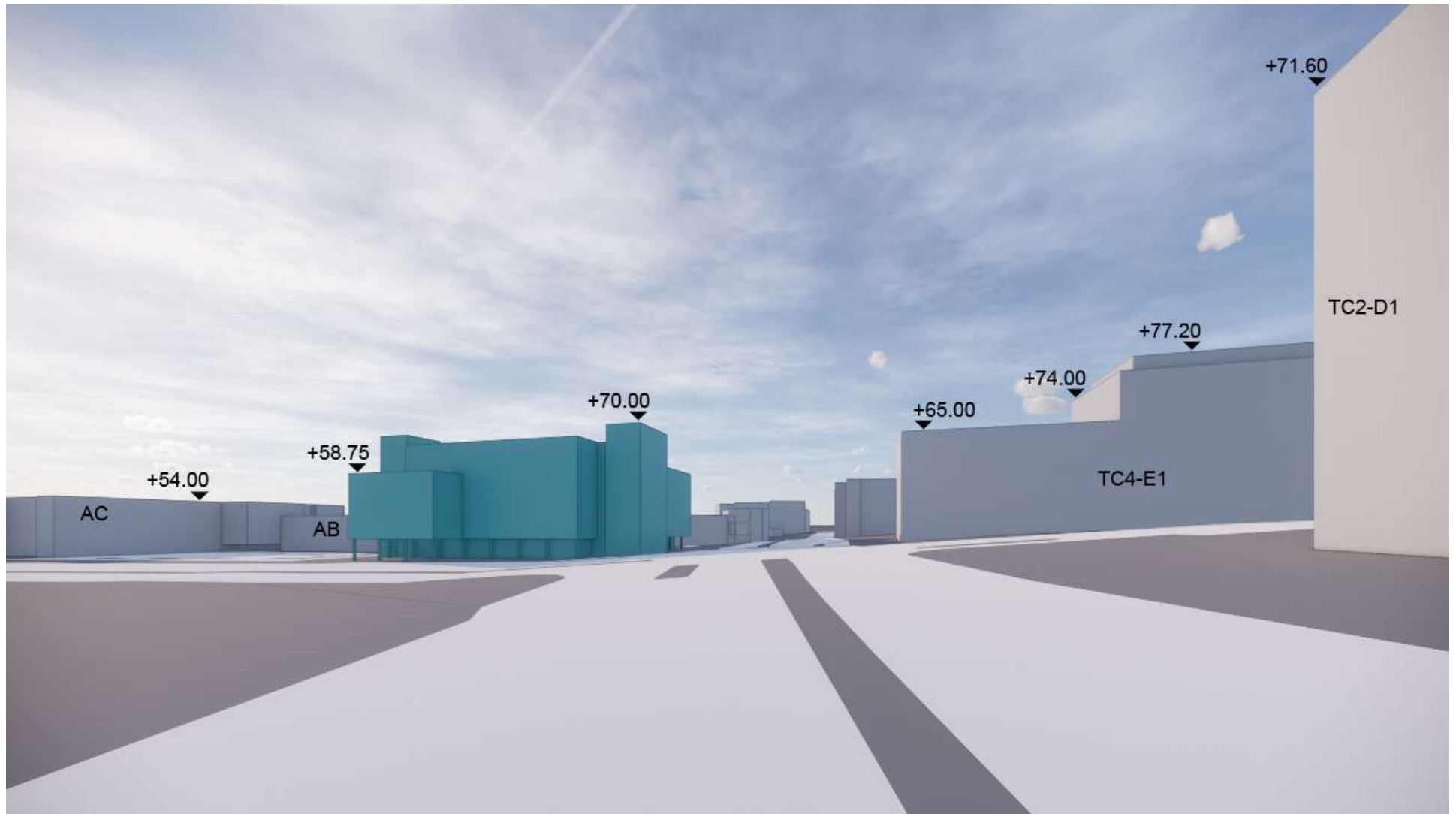
View 3: Existing Block AA in Emerging Context from South-West (Wyattville Link Road)



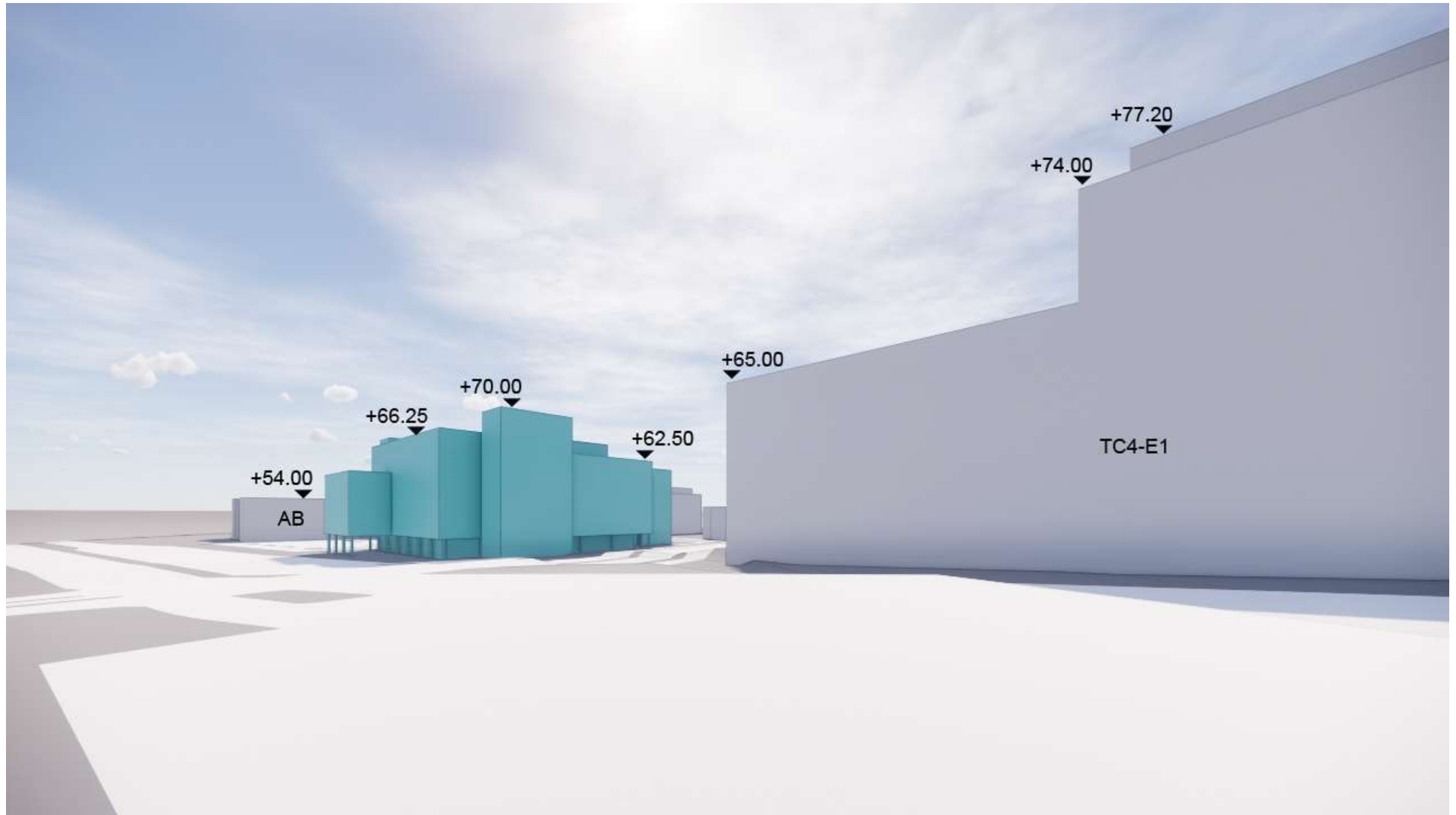
View 4: Section showing Existing Block AA in Emerging Context



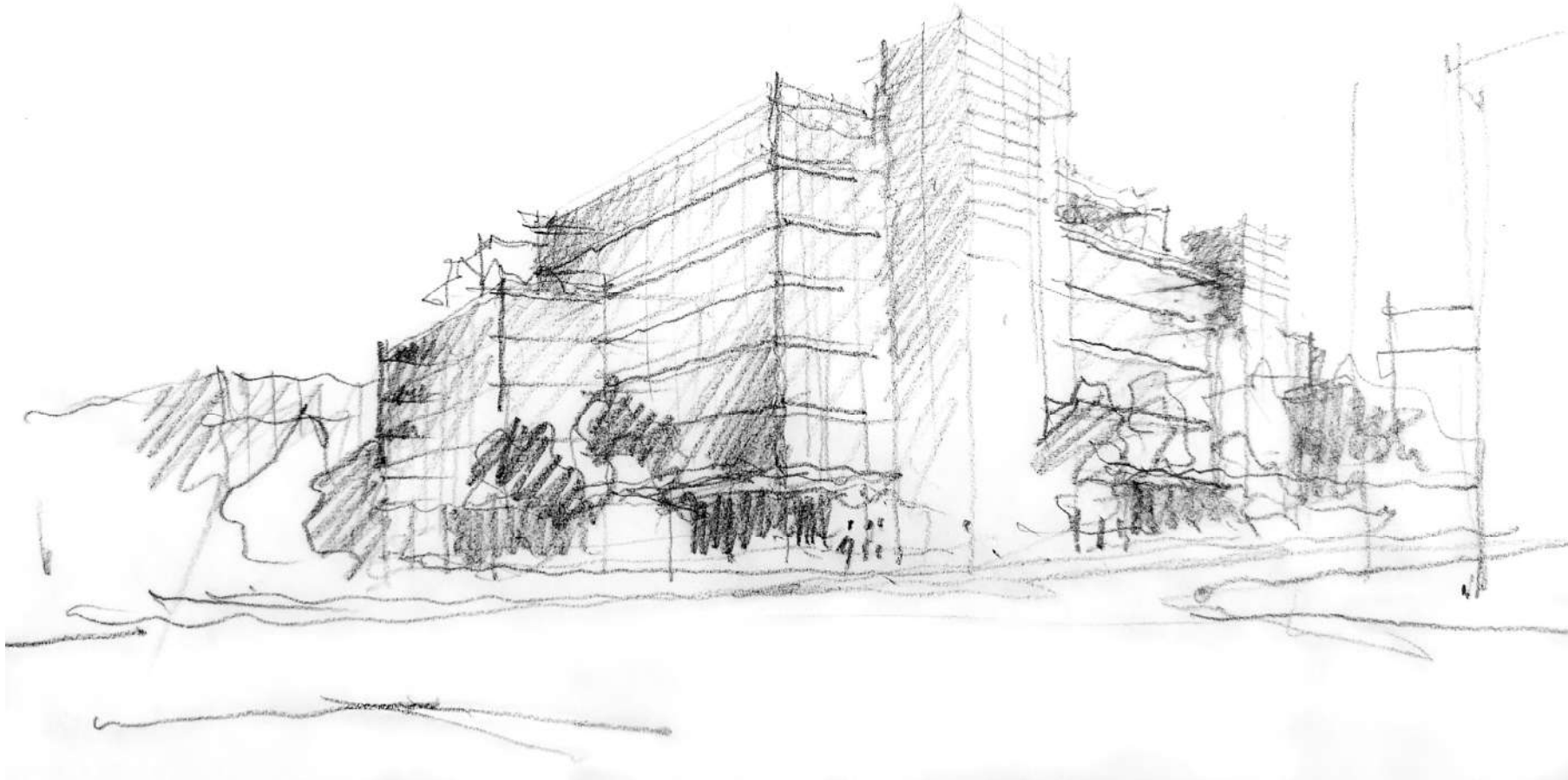
Proposed Building 1 in Emerging Context from North-West (Tully Vale Road)



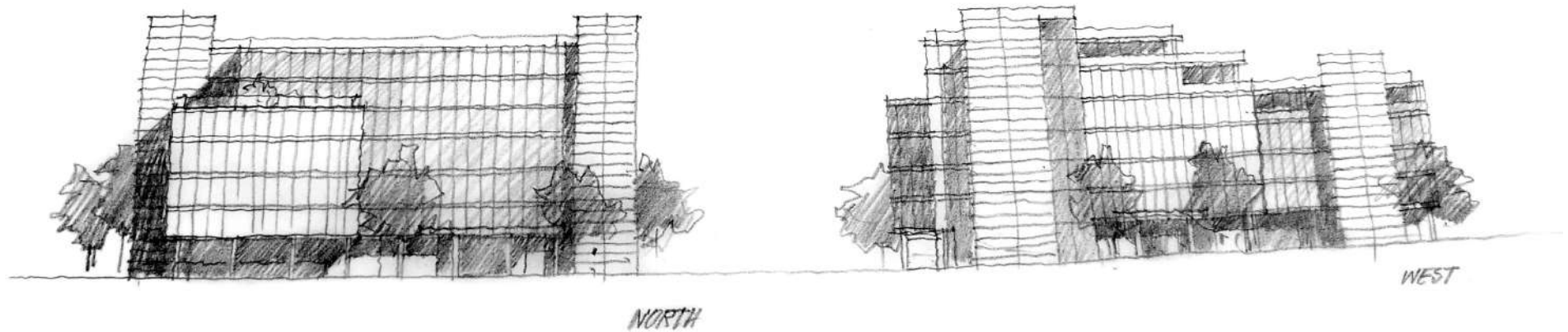
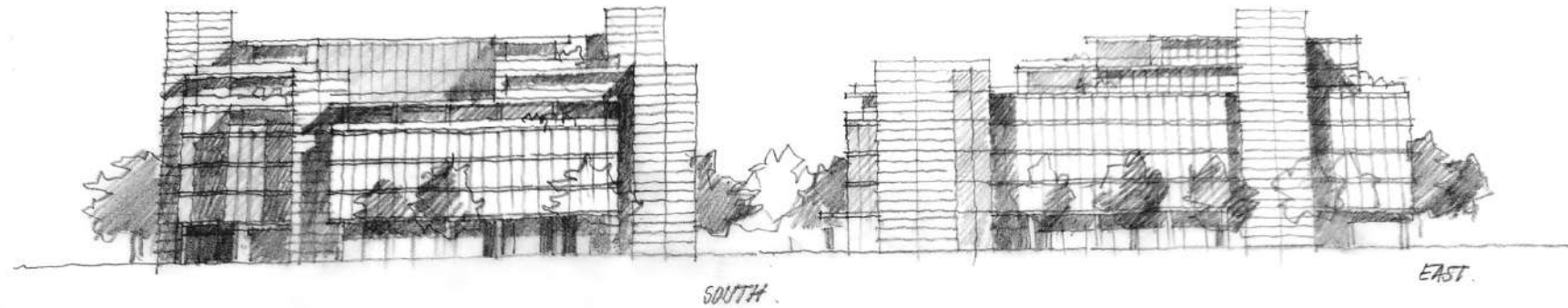
Proposed Building 1 in Emerging Context from from South-West (Wyattville Link Road)



Option B Sketch Studies



Option B Sketch Studies



View from North-East (Wyattville Link Road)



View from North-West (Wyattville Link Road / Tully Vale Road junction)



View from South-West (Wyattville Link Road)



Cherrywood Development Agency
Dun Laoghaire Rathdown County Council
County Hall, Marine Road,
Dún Laoghaire,
Co.Dublin

6th September 2022

Dear Sir/Madam,

RE: Proposed Building Height Amendment of the Cherrywood Planning Scheme

DLR Properties welcomes the opportunity to make a submission on the Proposed Building Height and Density Amendment No 8 of the Cherrywood Planning Scheme (CPS) in relation to the G3 site located on Cherrywood Avenue opposite Brides Glen Luas terminus.

We refer to our previous submission to the DAPT dated March 2020 seeking an increase in High Intensity Employment (HIE) floorspace permissible on the G3 site from 2,851 sqm to 5,575 sqm. Please find enclosed a study by Scott Tallon Walker providing an urban design rationale for the proposed increase in height.

It is respectfully submitted that there is a conflict between the zoning objective of the G3 site and the remaining quantum of permissible floorspace in HIE 2. The grading of the HIE zoning clearly prescribes a higher density of development for the G3 site due to its proximity to Brides Glen Luas terminus and Cherrywood Town Centre. However, the permissible floorspace of 2,851 sqm results in a plot ratio of 0.8 which is 50% below the typical plot ratio (1.6) for HIE lands in Development Area 6.

We would respectfully request that the remaining quantum of floorspace permissible in HIE 2 is increased to 5,575 sqm, as part of the Proposed Amendment No 8 or as a separate amendment, to address this inconsistency within the CPS.

Carrying Capacity

Physical Infrastructure

We have considered the impact of the additional floorspace on transportation, surface water, and wastewater infrastructure in Development Area 6. In summary the impact of the proposed additional floorspace can be considered negligible for the following reasons:

- It would result in an estimated increase of just 19 additional Luas passengers and 9 additional bus passengers at Brides Glen at peak times.
- The increase in vehicular trips during the peak times is estimated at 0.27% and 1.17%.
- The increase in potable water demand would represent less than 0.15% increase within the area considered in the Muirs report.
- The increase in wastewater discharge is estimated 0.81% within the area considered by the Muirs report

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Social Infrastructure

Green Infrastructure

The demand for green infrastructure (Class 1 & 2 open space) is primarily driven by residential development and hence defined by the projected population of the Planning Scheme area.

The proposed increase in HIE floorspace will not require the provision of additional Class 1 and Class 2 open space. However, it is worth noting that the increase in floorspace results is supported by a basement car park which allows enhanced amenities at podium level for employees working within the scheme. The 'L' shaped block will also enhance the passive surveillance of the proposed greenway and Regional Pond 5A. It should also be noted that a significant section of the G3 site is being transferred to DLRCC at nil cost for the provision of the Brides Glen pedestrian and cyclist link.

Schools


The project permanent population of the Planning Scheme area is the key driver of demand for school places. It is not expected that the proposed increase in HIE floorspace area would require the provision of additional school spaces.

Retail & Non-Retail

Within the existing Cherrywood Business Park and its commercial centre there are a number of existing vacant retail units. The G3 site is also located opposite the proposed Cherrywood Town Centre. Given the current and future provision of retail/non retail space and the current trends in the retail market and consumer patterns a negligible increase in HIE floorspace will not require an increase in retail/non retail floorspace.

We would welcome the opportunity to discuss this submission with you.

Kind Regards

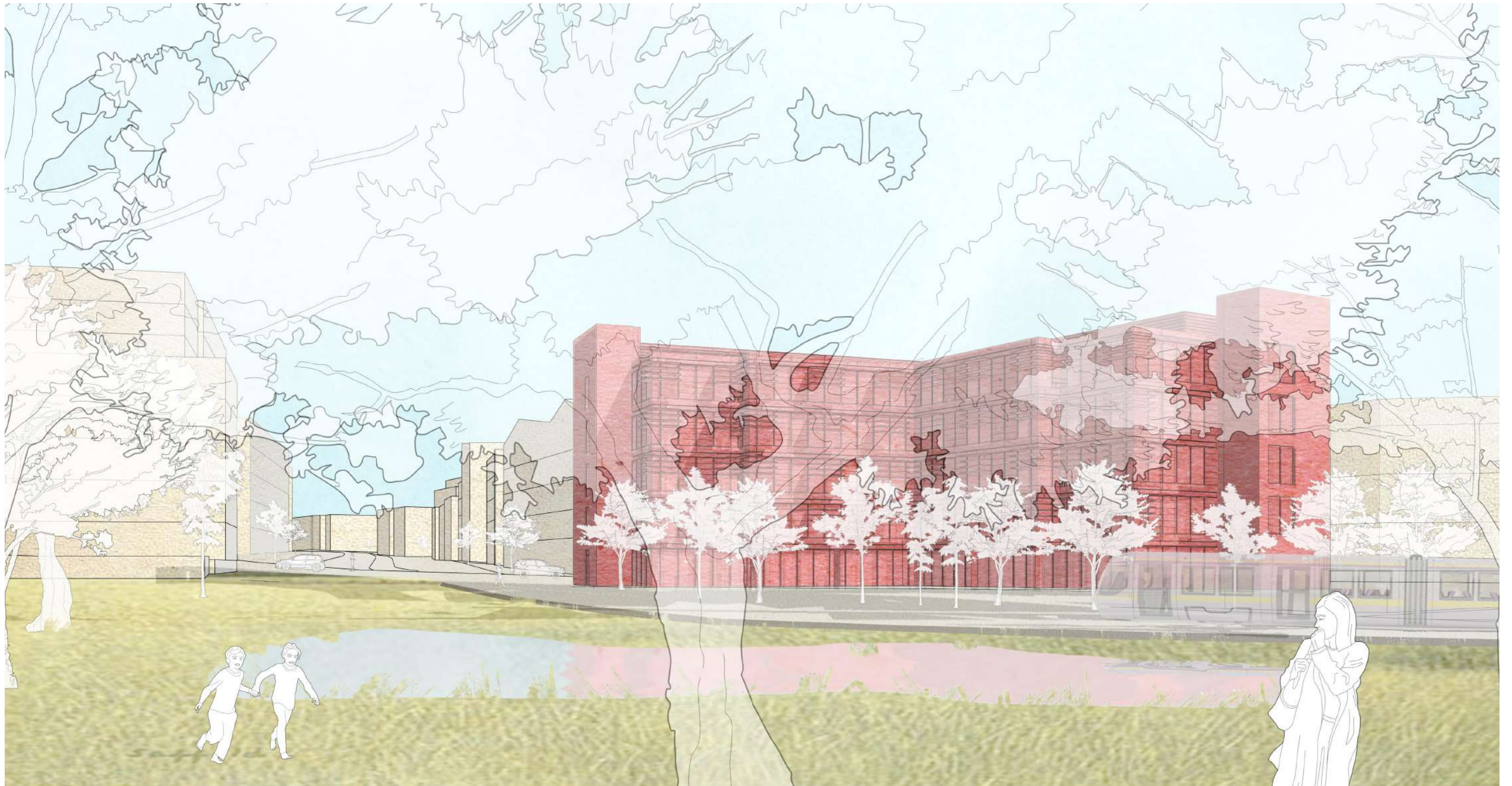


Conor Dalton

For and on behalf of DLRP

URBAN DESIGN REVIEW - CHERRYWOOD SITE G3

Scott Tallon Walker Architects



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Existing Site Context	3
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Urban Analysis	15
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Preliminary Parking Layout	19

Introduction

This Urban Design Study for Site G3 in Cherrywood has been prepared by Scott Tallon Walker Architects as part of submission to the Cherrywood Development Agency on behalf of the site's landowner, DLR Properties Ltd.

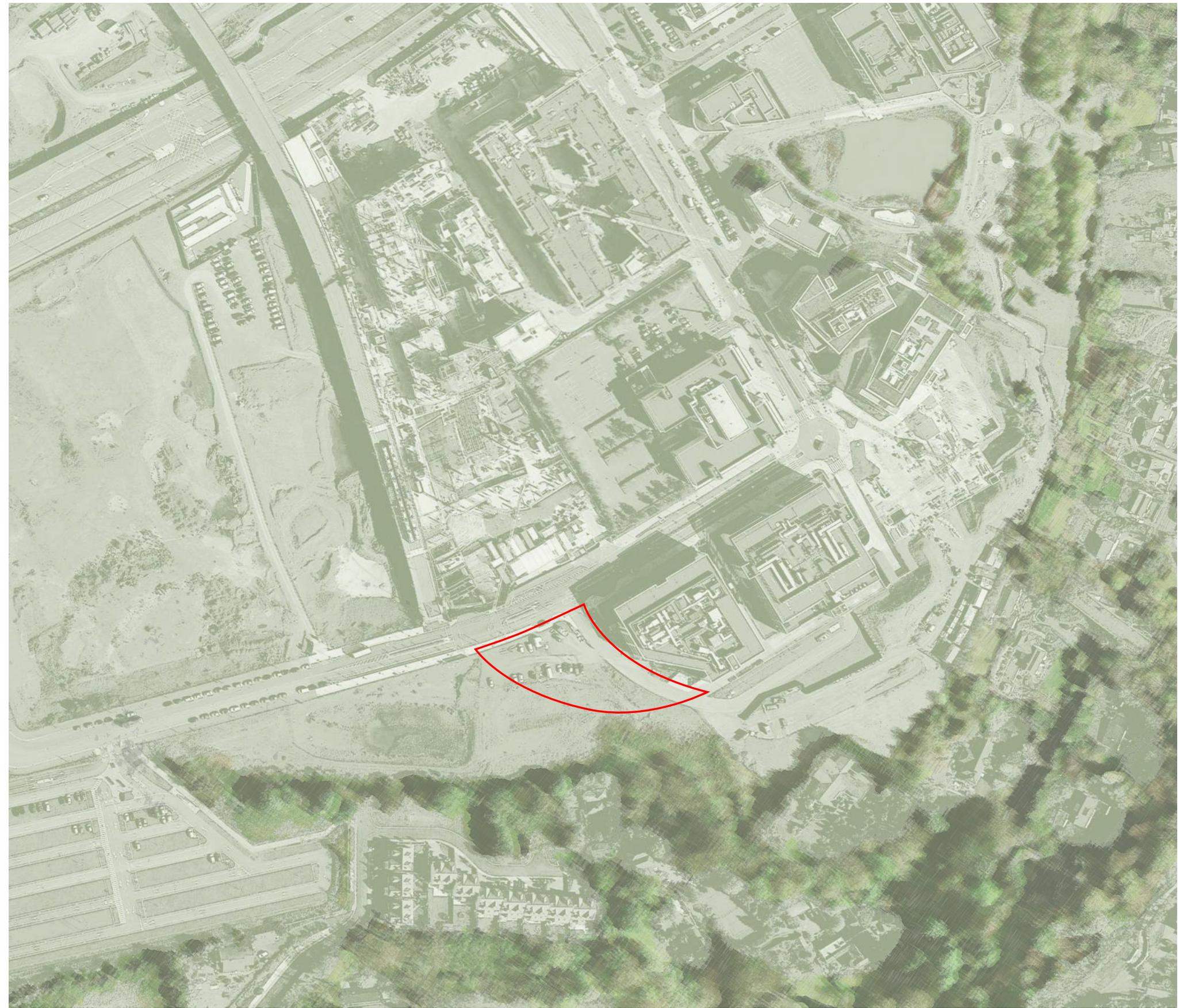
The purpose of this Urban Design Study is to review the development potential of this strategically located site in terms of development quantum and appropriate urban design (urban form, scale, massing and public realm).

The study is informed by conceptual design proposals to demonstrate that a workable design approach is possible and comparative 3d modelling studies.

The aim is to demonstrate the development quantum can be increased from the permitted development (Planning Ref. DZ17A/0731) in a way that more fully delivers the full site development potential of the site, consistent with the policies and objectives of the current Cherrywood SDZ Planning Scheme.

Preparation of this urban design study has also been informed by national, regional and local planning policy documents, and best practice guidance including:

- Urban Design Manual - A Best Practice Guide (DEHLG 2009)
- Urban Development and Building Height Guidelines (DHPLG 2018)
- Cherrywood SDZ Planning Scheme (2014, updated 2021) and associated documents
- DLR County Development Plan 2022-2028



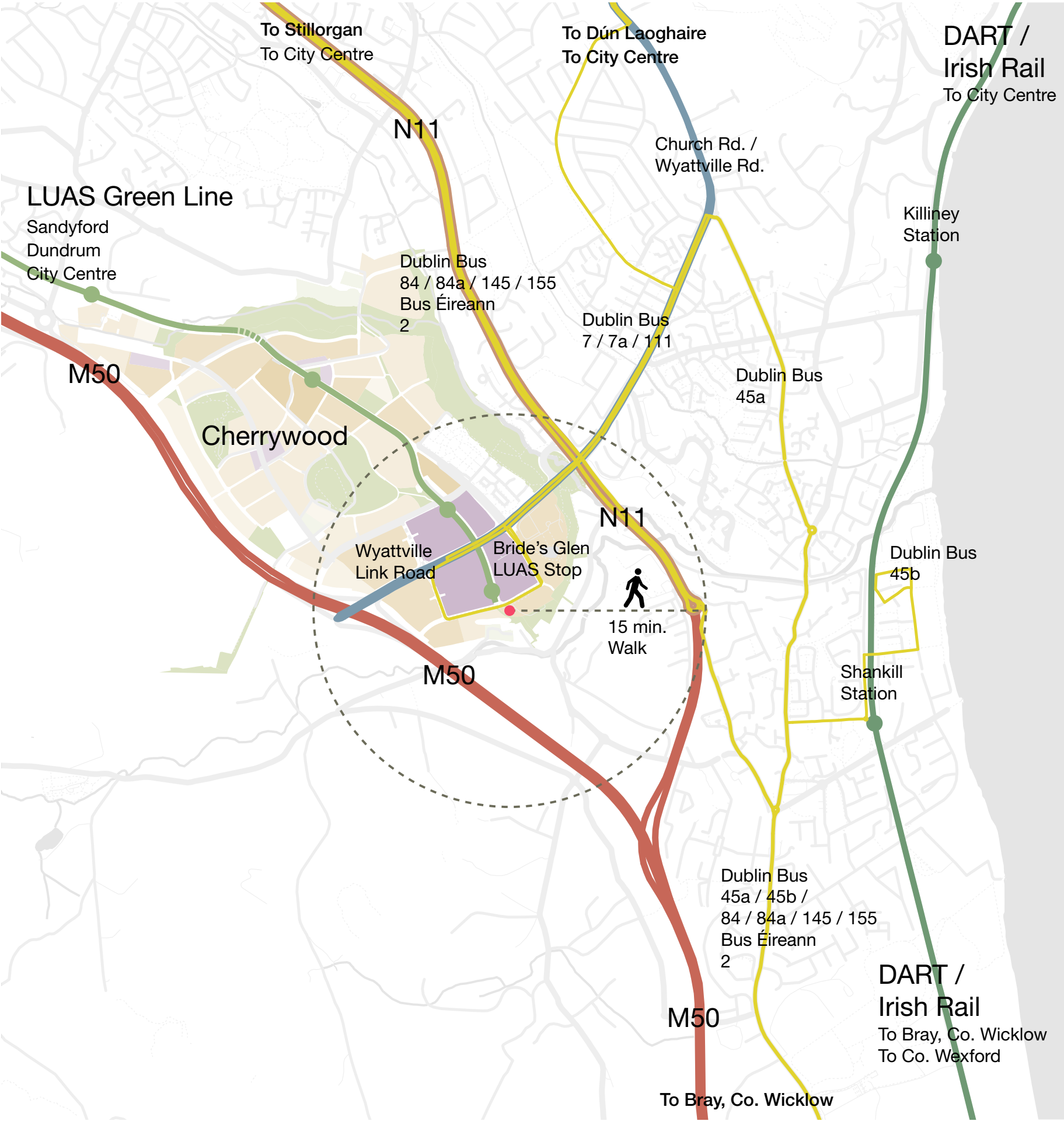
Site Location (Google Earth)

Site Location

The ‘G3’ site forms part of the DLR Properties Ltd landholding in Cherrywood, Co. Dublin.

The site is located on Cherrywood Avenue in close proximity to Bride’s Glen Luas Station (Green Line), which currently connects to Sandyford, Dundrum and Dublin City Centre, and is planned to extend southwards towards the Bray area.

The site is connected to the M50, N11 and Wyattville Link Rd and well served by regional and local bus lines connecting with Dun Laoghaire Town Centre, Stillorgan and other suburban centres, as well as Bray and the wider hinterland to the south.



Existing Site Context

The 'G3' site is located on the south side of Cherrywood Avenue adjacent to existing office buildings that form part of what is known as Cherrywood Business Park.

Directly to the north the first phase of the new Cherrywood town centre is under construction (TC4). The immediate environment to the west is largely man-made with new road and Luas infrastructure, excavated land (awaiting development (TC-3), and recontoured/filled land.

Directly to the south is an established wooded belt along the sides of a steep change in contour. These separate Cherrywood from an established residential area that runs along the 'Bride's Glen' valley.



Existing Site Context.

Emerging Site Context: A Plan-Led Approach

The emerging context includes various developments and infrastructural works that have received permission including:

- TC4 development currently under construction (DZ17A/0862),
- TC3 Buildings 1 and 9 (DZ20A/0052)
- Greenway and Attenuation Ponds (DZ18A/0854)
- Temporary Parking Area (DZ17A/0326)

Recently further planning applications have been lodged for the remainder of the TC3 lands and for a residential development on the south side of Cherrywood Avenue to the west of the 'G3' site.

All these developments are designed to comply with the principles, policies and objectives of the Cherrywood SDZ Planning Scheme and associated documents.

Of specific relevance to this study are those relating to urban form (PD7-20), building heights (PD21-23), linkages (PD24-26), and views and prospects (PD27-28).



Current planning context map.

Cherrywood Planning Scheme: Development Area 6

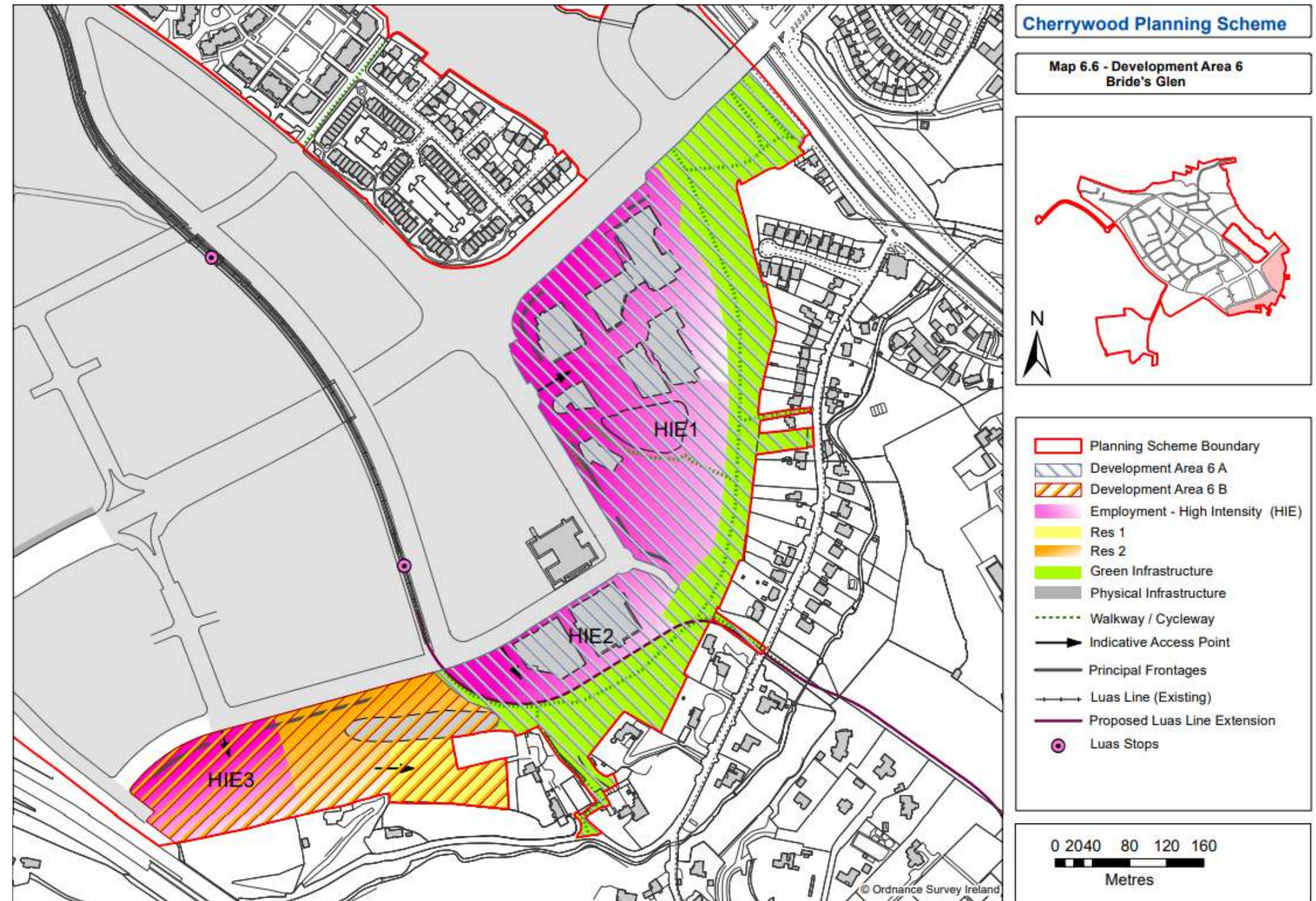
In the Cherrywood SDZ Planning Scheme, the 'G3 site' is located Development Area 6: Bride's Glen with High Intensity Employment (HIE) designation. Section 6.6 of the Cherrywood SDZ Planning Scheme sets out the following criteria for development of this area:

Unique Character

Bride's Glen Development Area occupies the lands at the head of the Bride's Glen Valley and the Stream. The office park, lake and open space are a largely man made landscape. The area is exposed to the wind and is incomplete as a built environment. The area adjoins the established residential area in the lower ground of the valley. Lands to the South West adjoining the Planning Scheme area are zoned high amenity in the current County Development Plan 2010-2016. These lands are separated from the Planning Scheme boundary by the change in contour and a wooded area.

Design Challenges

- Ensuring the scale and layout respects the amenity of Bride's Glen while creating a clear connectivity with the Town Centre.
- Creating a pedestrian friendly link between the Town Centre and Bride's Glen Road that addresses the level changes.
- Ensuring that the view of Cherrywood from Killiney Hill, the Wyattville Road and the M50 is considered in the design and landscaping of sites.
- To ensure the design and layout of buildings create a complete urban form.



Development areas Cherrywood Planning Scheme map.

Future Form

Bride’s Glen, also known as the Cherrywood Business Park makes up the majority of the lands within the Plan Area designated for High Intensity Employment development. A significant portion of these lands have already been developed to accommodate such development.

Bride’s Glen should continue to develop as a high quality architecturally designed employment area with access to a variety of quality amenities including the linear park, the Luas and the range of services in the adjacent Town Centre. There will be strong pedestrian links from Bride’s Glen into the Town Centre and adjoining roads, and into the adjacent linear park which will be expanded and improved.

The extended Luas line to Bray will run through this area. It will be incorporated into the linear park and cross the viaduct.

Specific Planning Objectives

- DA 36 The design and layout of the area shall provide pedestrian connections to the Town Centre, N11, Cherrywood Road and Mullinastill.
- DA 37 That the buildings are designed with their primary façade fronting the public domain. Where buildings adjoin the linear open space, access and overlooking of the linear park should be considered in the design of the building.
- DA 38 That the design and landscaping of the area has regard to its context as viewed from Killiney Hill, the Wyattville Road and the M50.
- DA 39 The parcel of residential development is accessed directly from within the Cherrywood Planning Scheme.
- DA 40 Planning Applications are required to demonstrate that the proposal does not impact on the alignment of the Luas Line B2.

Development Type and Quantum

Table 6.6.1 sets these out for different residential and non-residential development (High Intensity Employment) areas. The total HIE development quantum is 149,000sqm of which 105,000sqm is located in HIE1 area, 27,000sqm in HIE2 area and 17,000sqm in HIE3 area.

A breakdown for each of these three areas is provided in Table 6.6.1 that takes into account floor space already constructed and permitted as of February 2012 to provide a remaining development quantum, with Max. 1.6 plot ratio and max. 5 storey height for lands with HIE1 and HIE 2 designation .

Infrastructure Requirements

- Road requirements
- Construct loop road H, G, F, F1, including underpass of WLR.
- Construction Access
- From WLR left in/out junction using loop J-F-G-H to A3 and I.
 - Construction of traffic banned from streets A1-J and A2-A3.
- Storm water requirements
- Extension of existing local network to connect to existing attenuation pond at outfall 4- subject to confirmation of capacity.
- Foul Sewer Requirements
- None required extend existing network.

Breakdown for Site HIE 1	
Site Area HA	6.6
Max Quantum Sq. m	105,000
Constructed Sq. m as February 2012	34,938
Permitted Sq. m as February 2012	29,875
Remaining Quantum Sq. m	40,187
Plot Ratio	Max
	1:1.6
Height Storeys	Max
	5

Breakdown for Site HIE 2	
Site Area HA	1.7
Max Quantum Sq. m	27,000
Constructed Sq. m as February 2012	24,149
Permitted Sq. m as February 2012	-
Remaining Quantum Sq. m	2,851
Plot Ratio	Max
	1:1.6
Height Storeys	Max
	5

Extracts from Table 6.6.1 of the Cherrywood Planning Scheme showing remaining development quantum, max. plot ratio and max. no. of storeys

Permitted ‘G3’ Building

DLR Properties Ltd. received planning permission in 2018 for a 2,851sqm office building for the G3 development site. (Planning Ref: DZ17A/0731).

The permitted development is designed to relate to the existing and emerging urban scale and form of the surrounding context, with four floors of office accommodation.

The building is high-quality urban architecture, and designed to be compliant with the area and no. of storeys set out for HIE2 in Table 6.6.1 of the Cherrywood Planning Scheme.

However, the plot ratio is just 50% of that set out in Table 6.6.1 and the small individual floorplates are limited in providing the high quality office accommodation that is commercially viable.

Increasing the footprint, with the same area, would result in a building of 2-3 storeys that would be similar in height, scale and form to the older buildings in Cherrywood Business Park.

Increasing the development quantum would achieve the more dense, urban context envisaged in the Cherrywood Planning Scheme for this key location next to Bride’s Glen Luas station where neighbouring buildings of 5-8 storeys with maximum site coverage have received permission.

Permitted ‘G3’ Development Planning Ref: DZ17A/0731	
Site Area HA	0.35
Quantum Sq. m	2,851
Plot Ratio	1: 0.8
Height Storeys	4
Site Coverage	20%



Proposed G3 Development

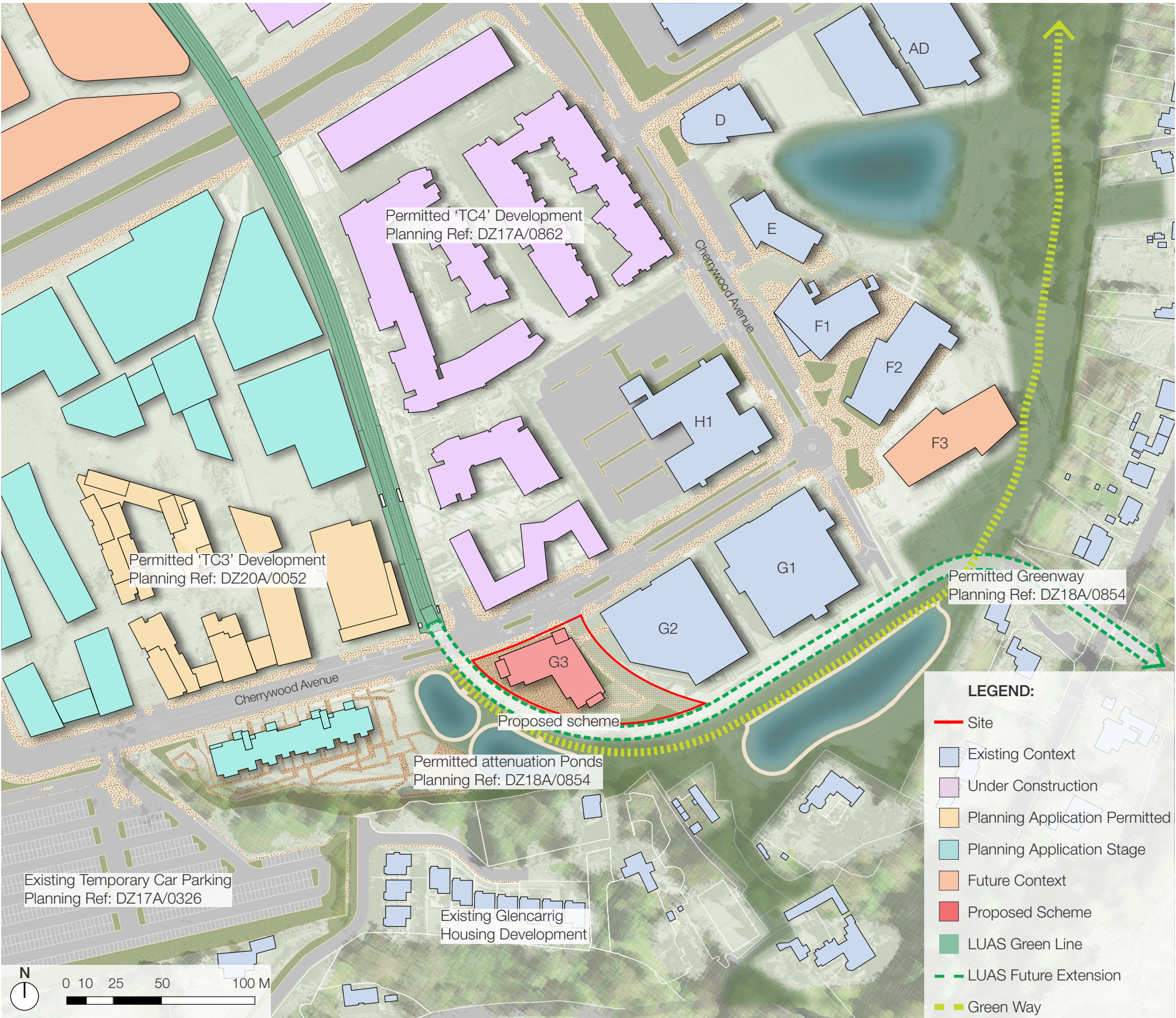
The proposed design approach is to extend the footprint of the permitted building to an L-shape. The new wing runs parallel to the adjacent Building G2. It will be of high-quality urban architecture, similar to that as approved, and designed to be compliant with no. of storeys set out for HIE2 in Table 6.6.1 of the Cherrywood Planning Scheme.

The existing access road spur off Cherrywood Avenue would be redesigned as a shared surface ‘public realm’ that would link to the Greenway and to Bride’s Glen Road.

The benefits include:

- maximise efficient use of key site adjacent high-capacity public transport station
- provide greater occupancy and critical mass around key transport hub and to support vitality to adjacent town centre uses
- maintain permitted urban form, height and scale to Cherrywood Avenue
- better visual relationship to surrounding green landscape to south and the new ponds
- improved approach/arrival into Cherrywood from south along Greenway/Luas extension.
- improved public realm and landscape around the building.
- passive surveillance to Greenway and linear park to south and west
- helps frame Bride’s Glen Square

Proposed ‘G3’ Revised Development Scheme	
Site Area HA	0.35
Quantum Sq. m	5,618
Plot Ratio	1: 1.6
Height Storeys	5
Site Coverage	32%



Conceptual Design Principles

The concept creates a strong internal/external relationship by locating the building entrance at the corner of the building on Cherrywood Avenue closest to Building 11 (G2), and bringing people through to a central orientation point at the heart of the building, with views through to the landscaped ponds and woodland belt and hills beyond. This area could open up to other floors and extend out onto a south-west facing terrace.

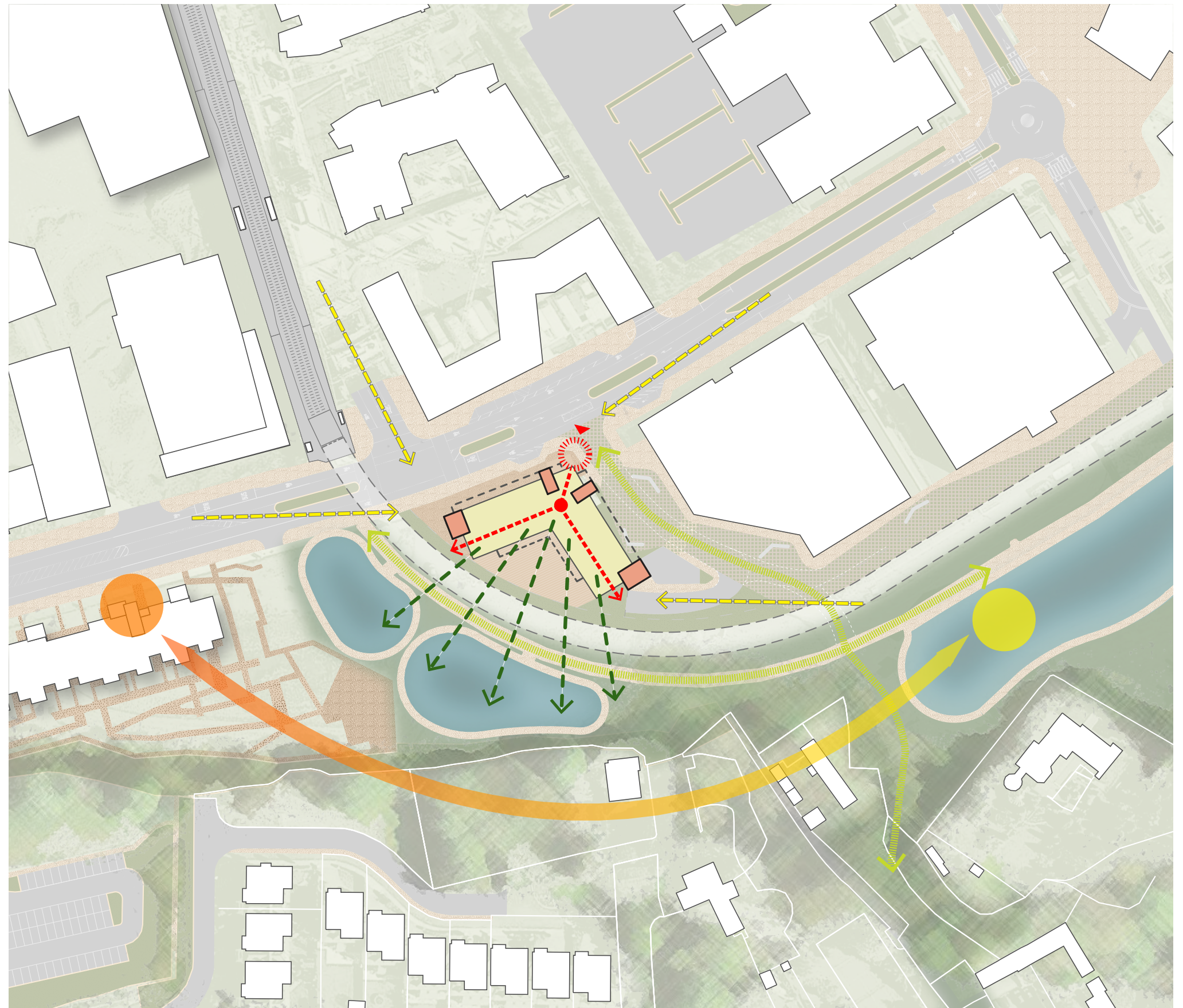
Each building wing is 'book-ended' by stair-core/service lifts and risers. These are set-back from the main elevation and visually expressed to relate to views along Grand Parade and Cherrywood Avenue (as in the permitted scheme) and to views along the Luas extension route and Greenway. From the south-west, these elements help anchor and integrate the building with the landscape.

This design approach, with high quality architecture that addresses and integrates with the landscaped ponds, Greenway and linear park, forms a defined 'natural edge' and western gateway from the Luas station into the employment area.

Five storeys of office accommodation is required to achieve the proposed development quantum of 5,600sqm and 1.6 plot ratio.

A basement area provides space for plant (water tanks, etc.) bicycle and car parking, cyclist facilities, waste and services and a sub-station and LV switchroom could be integrated with a small delivery area at ground level.

Initial engineering studies have identified that the basement could be directly connected with the basement of Building 11 (G2) and in turn to Building 10 (G1) with minimal impact on existing services next to Building 11.



Typical Floor Plan

Building Height and Massing

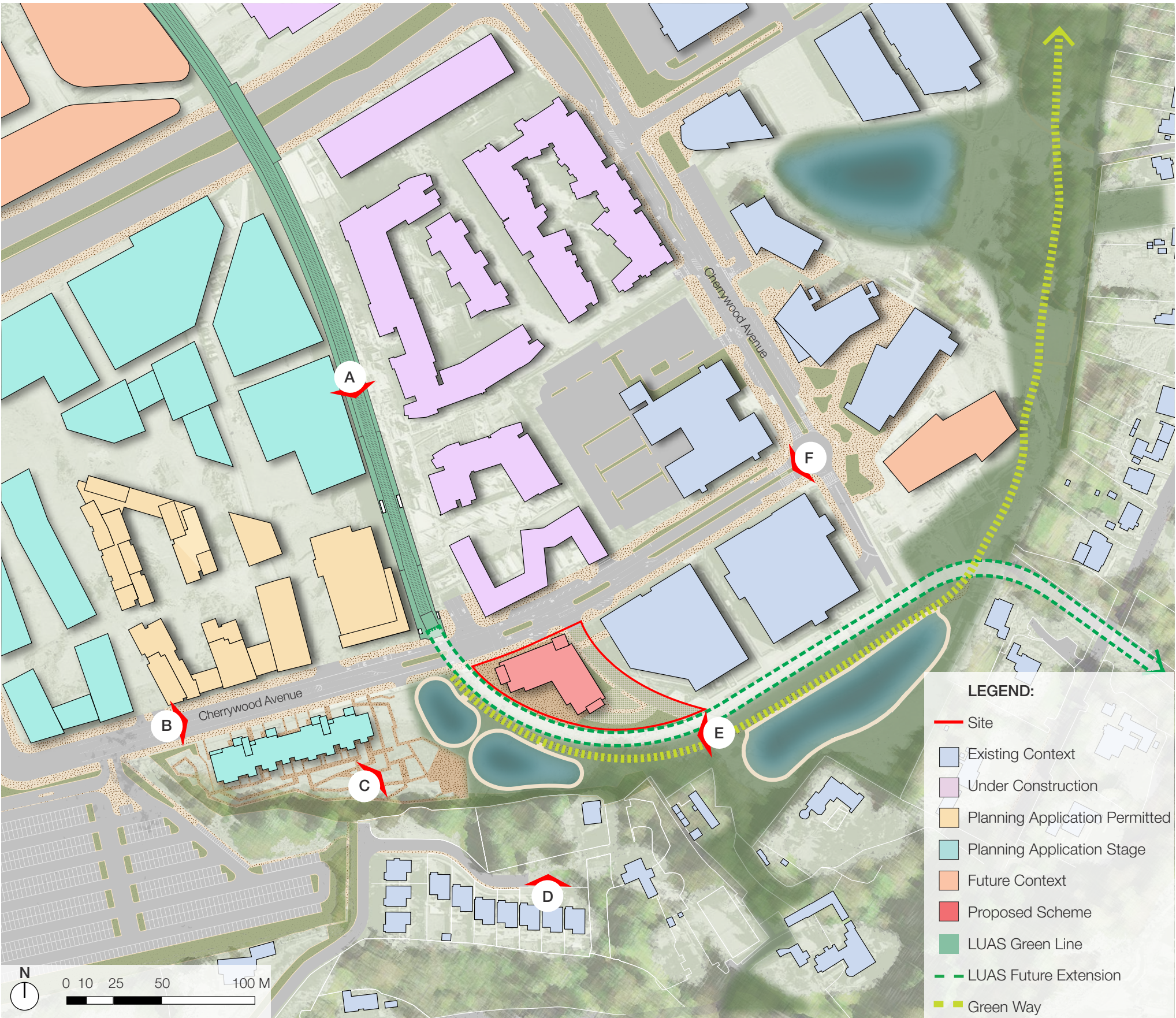
As part of this review, a 3d study model was made for the town centre, with approximate levels and heights for comparative purposes, from which key viewpoints have been identified, all informed by actual site visits.

The 3d modelling shows that the urban form, scale and building volume of the proposed G3 development will be appropriate and complement the aims and objectives of the Cherrywood Planning Scheme.

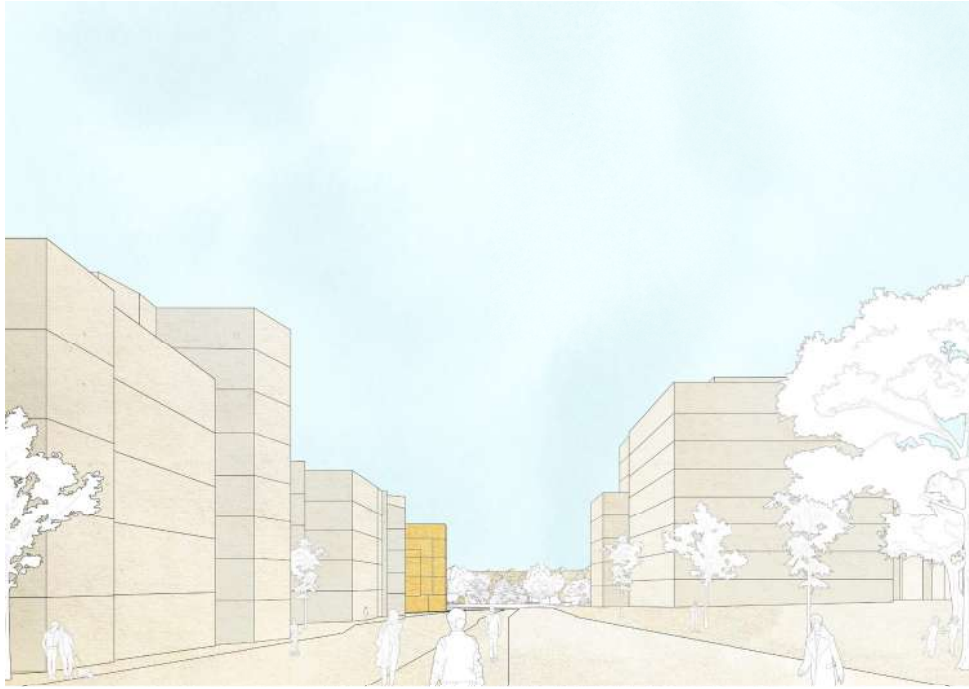


Axonometric projection of proposed scheme.

On the following pages the key viewpoints clearly demonstrate that the overall height and scale to Cherrywood Avenue will be largely unchanged, and that the building will have a stronger relationship with the landscaped ponds, and linear park.



Proposed scheme views key map



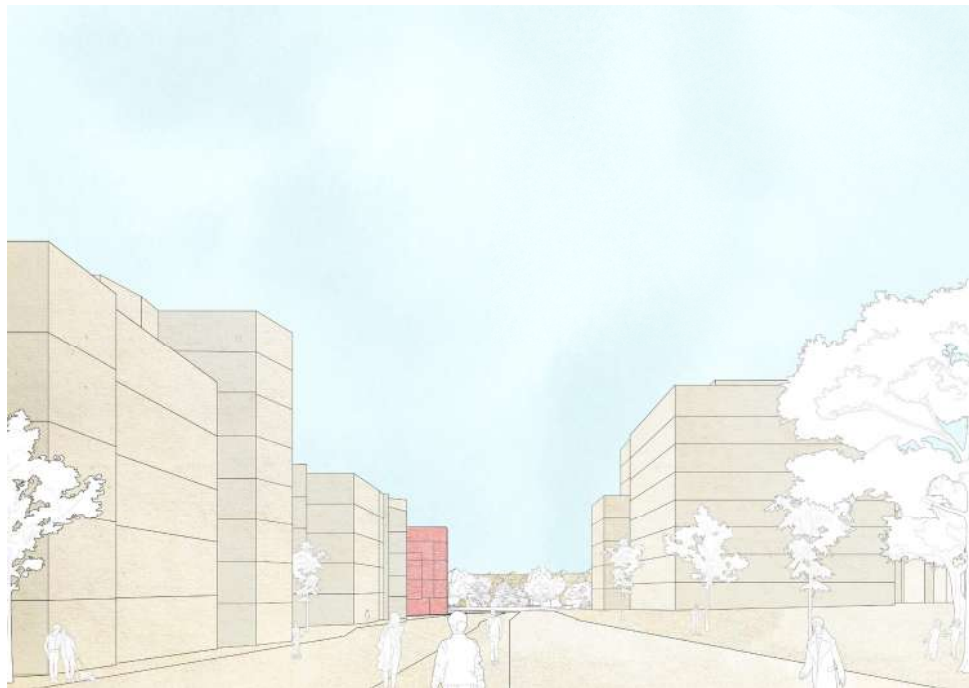
Permitted 'G3' Development Planning Ref: DZ17A/0731 view 'A'



Permitted 'G3' Development Planning Ref: DZ17A/0731 view 'B'



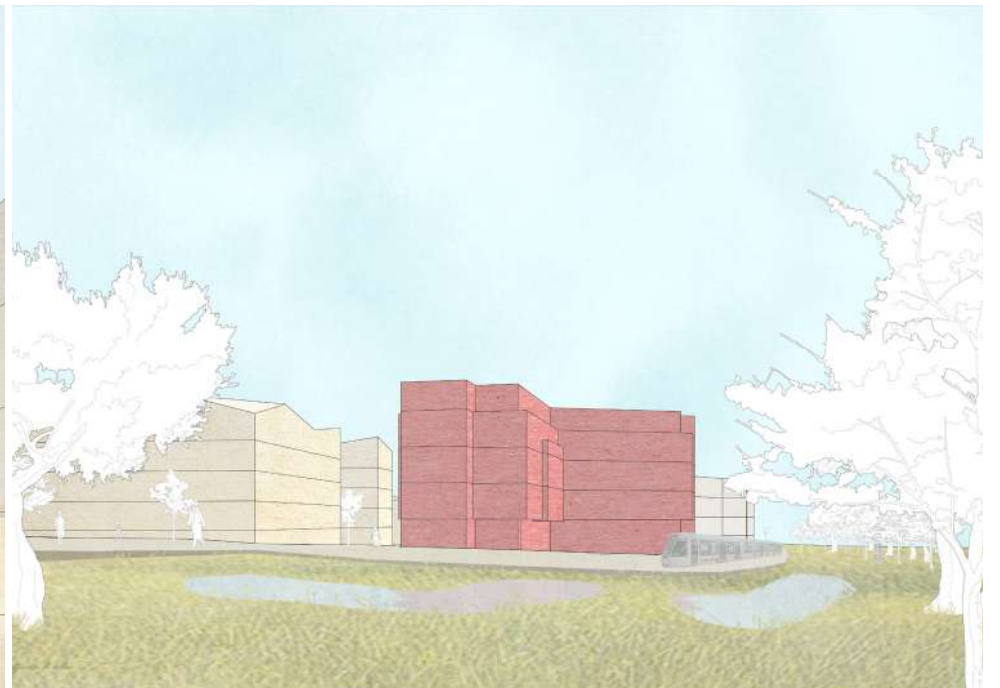
Permitted 'G3' Development Planning Ref: DZ17A/0731 view 'C'



Proposed scheme view 'A'



Proposed scheme view 'B'



Proposed scheme view 'C'



Permitted 'G3' Development Planning Ref: DZ17A/0731 view 'D'



Permitted 'G3' Development Planning Ref: DZ17A/0731 view 'E'



Permitted 'G3' Development Planning Ref: DZ17A/0731 view 'F'



Proposed scheme view 'D'



Proposed scheme view 'E'



Proposed scheme view 'F'

Summary of Proposed Development Quantum

	Development Planning Scheme Standards for Site HIE 2	Permitted 'G3' Development Planning Ref: DZ17A/0731	Proposed 'G3' Revised Development Scheme
Site Area HA	1.7		
Site Area G3 HA		0.35	0.35
Max Quantum Sq. m	27,000		
Constructed Sq. m as February 2012	24,149		
Permitted Sq. m as February 2012	-		
Remaining Quantum Sq. m	2,851		
Quantum Sq. m		2,851	5,618
Plot Ratio	Max 1:1.6	1:0.8	1:1.6
Height Storeys	Max 5	4	5
Site Coverage		20%	32%
			

LEGEND:

Site

Urban Analysis

Mobility and Accessibility

- Close proximity to Green LUAS Line (less than 200 M as show in the map) connecting to Dublin City Centre and other routes of public transport.
- Close proximity to Bus Stop 7639 (less than 100 M as shown in the map) connecting to Dun Laoghaire and other routes of public transport.
- Connectivity with Green Way and Bride's Glen Road promoting sustainable transport systems and integrating with public transport.
- Connectivity with Cherrywood Avenue and cycle paths promoting sustainable transport systems and links with public transport.
- The scheme does not impact on the alignment of the Luas Line B2 extension.



Mobility and accessibility map.

Green Infrastructure

The proposed 'G3' development:

- relates directly with and adds to the network of Green infrastructure, ponds and linear park consistent with the Cherrywood Planning Scheme.
- frames the main views to the permitted green infrastructure including from Bride's Glen Square.
- visually connects with and potentially becomes a legible extension of the green infrastructure as the transition point with the Town Centre.
- addresses and looks onto the Greenway and landscaped ponds in a way that provides passive surveillance, etc.



Public space integration map.

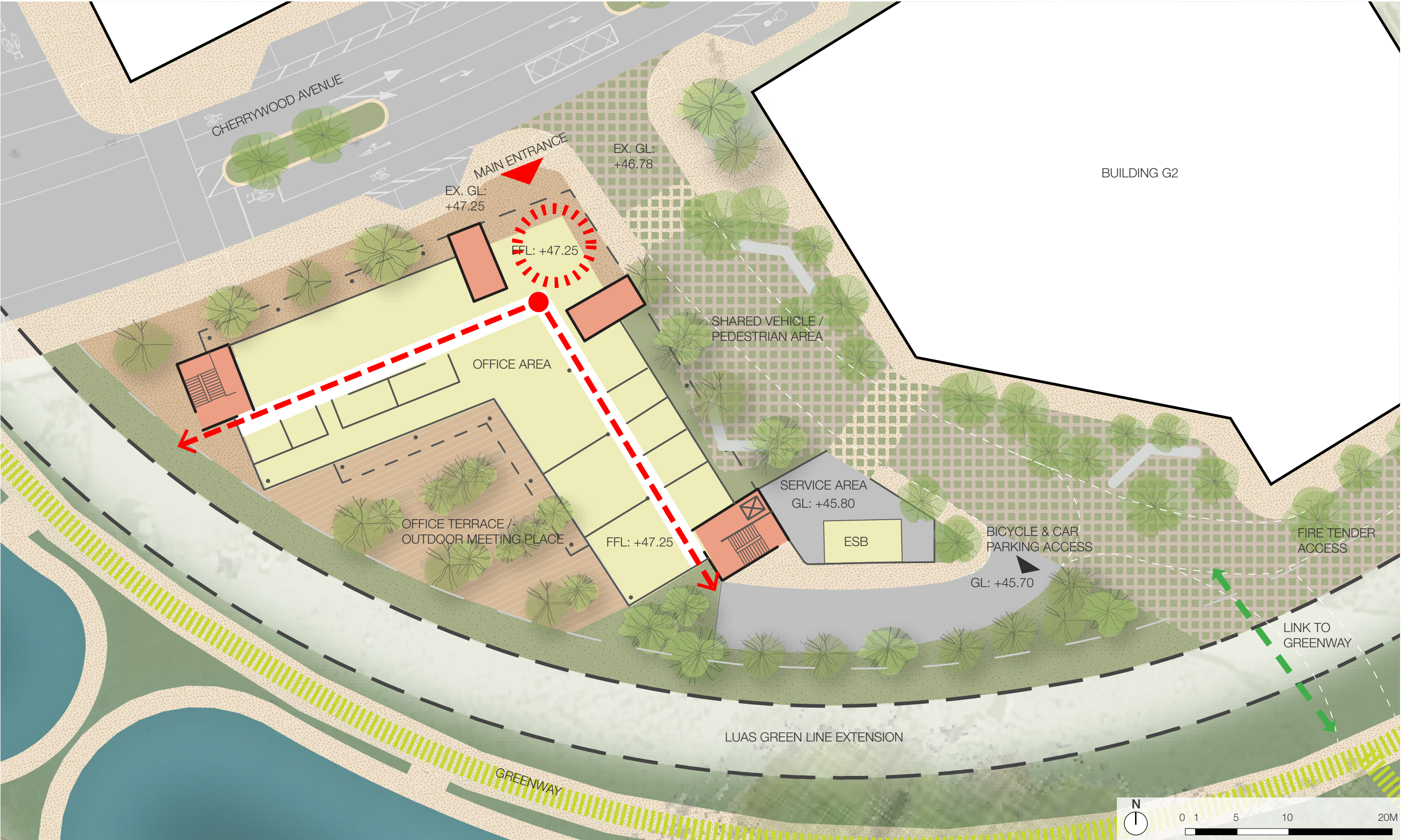
Public Space

- The landscape design of the proposed scheme provides a transition between the urban public space of the Town Centre and Cherrywood Avenue, and that of the green infrastructure including the linear park, Greenway and landscaped ponds.



Axonometric projection public space.

Preliminary Office Floor Layout



Proposed scheme Ground Floor

Preliminary Parking Layout



Proposed Scheme Basement

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Cherrywood Development Agency
Dun Laoghaire Rathdown County Council
County Hall, Marine Road,
Dún Laoghaire,
Co.Dublin

6th September 2022

Dear Sir/Madam,

RE: Proposed Building Height Amendment of the Cherrywood Planning Scheme

DLR Properties welcomes the opportunity to make a submission on the Proposed Building Height and Density Amendment No 8 of the Cherrywood Planning Scheme (CPS). This submission relates to Cherrywood Town Centre and Building TC3-1 which abuts the Brides Glen Luas station (See Map 1).

Primacy of the Town Centre

The proposed amendment does not provide any additional height and density in the Cherrywood Town Centre. The proposed amendment does provide for increased density in the village centres of Tully (plot ratio 2.3) , Lehaunstown (plot ratio 2.3) and Priorsland (plot ratio 2.5) to the extent that they are to be developed at the same or higher density than the town centre (plot ratio 2.3). This approach calls into question the primacy of the town centre as a viable location for higher order goods and services in Cherrywood. We respectfully submit that the height and density of Cherrywood Town Centre needs to be immediately reviewed as part of the proposed amendment or subject to a separate amendment process.

TC3-1

As set out in our April 2020 submission we would respectfully submit that any review of the town centre building heights and density should protect the upward modifier status of TC3-1. The upward modifier status of TC3-1 allows the site to be developed at 1-3 storeys above the 5-storey base height prescribed for buildings in the town centre. The rationale for designating TC3-1 as a suitable location for increased building height as set out in the Planning Scheme remains valid and is reinforced by the 2018 Ministerial Guidelines on Building Height. Therefore, it is respectfully submitted that any decision to increase building heights in the Cherrywood Town Centre should protect the upward modifier status of TC3-1. Accordingly, any increase in the base heights across the Cherrywood Town Centre should be reflected by an appropriate increase in the height of buildings designated as upward modifiers.

We would welcome the opportunity to discuss this submission with you.

Kind Regards

A handwritten signature in blue ink, appearing to read "Conor Dalton", written over a horizontal line.

Conor Dalton

DLR Properties Limited

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Directors: Pam Kearney (Chair), Cllr. Shay Brennan, Alan Connolly, Paul Dillon, Paul Kennedy
Cllr. Thomas Kivlehan, Cllr. Barry Saul, Cllr. Carrie Smith, Jim Walsh

Map One: Extract from UFDE, Indicating Upward Modifier Status of TC3-1



Proposed Building Heights Amendment

SUB 7

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

fpadmin@dlrcoco.ie

7th September 2022
Our Ref: JN BC

Dear Sir or Madam

RE: SUBMISSION ON THE BUILDING HEIGHT & DENSITY REVIEW (AMENDMENT NO. 8) – CHERRYWOOD SDZ PLANNING SCHEME

Introduction

On behalf of our client, RGRE Devco 4 Limited, Cooney Carey Consulting, 3rd Floor, The Courtyard, Carmanhall Road, Sandyford, D18 YD27, Dublin 18, as a stakeholder and development partner of Cherrywood Lands including TC3 and landowner in Lehaunstown, we wish to make a submission in relation to the review on height and density as part of this statutory consultation.

Our client generally welcomes the proposed amendments as they relate to Lehaunstown, increasing density on lands in close proximity to a Luas stop.

Our client has consulted with other Town Centre landowners – HAPG and HCDF – and the 3 landowners are in general agreement that the town centre plots require amendments to the density and building height parameters.

Since the approval of the Planning Scheme, there has been important developments in government policy – the National Planning Framework, The Regional Spatial and Economic Strategy, the Apartment Guidelines and Guidelines on Urban Development and Building Height Guidelines, which call for a more sustainable form of urban development with a more compact urban form.

It is Government policy to promote increased building height in locations with good public transport services, especially in town centre locations such as Cherrywood Town Centre which is a town centre location, exceptionally well served by high quality public transport in

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Stephen Blair BA (Mod) MRUP MIP MRTPI Blaine Cregan B Eng BSc MSc

Senior Associate Directors: Luke Wymer BA MRUP Dip Plg & Env Law Dip PM Prof Cert Env Mgmt MIP
Meadhbh Nolan BA MRUP MRTPI Kate Kerrigan BA MSc MRTPI

Associate Director: Ian Livingstone MA (Hons) Town & Regional Planning, MSc. Spatial Regeneration. MRTPI

John Spain Associates Ltd. trading as John Spain Associates. Directors: J. Spain, S. Spain.
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the form of Luas light rail and bus services. Therefore, it is essential that the national planning policy initiatives to provide for a more compact urban form and to increase heights and densities are reflected fully in the updated planning scheme, as this is critical to the overall sustainable development of the Cherrywood SDZ.

Increasing density through greater heights in Cherrywood Town Centre will also have the significant benefit of reducing the need for outward sprawl and unsustainable car based employment locations in the suburbs, long distance commuting to the city. Increased density also serves to enhance quality of life for citizens, ensure the viability of retail services, community and social infrastructure, and provide a more sustainable urban form for Dublin in accordance with government policies and Section 28 Guidelines including the specific planning policy requirements.

The town centre of Cherrywood is well positioned to capitalise on the exceptional existing public transport infrastructure, with the town centre forming a terminus of the Luas Green Line in addition to local bus services. Such locations are specifically targeted for increased densities in national policies and objectives, as set out further in the following sections.

It is noted that the proposed amendments to the Planning Scheme, do not propose additional density or height within the town centre. It is respectfully submitted that this is directly contrary to the aforementioned national, regional and indeed local (Development Plan) planning framework. The Guidelines place clear emphasis on increasing height and density in town centre locations well served by public transport such as Cherrywood town centre.

With respect to infrastructure capacity, any identified capacity should be targeted to facilitate increased densities in the town centre, to ensure the most efficient use of lands and indeed strengthen the viability for the delivery of the town centre.

The assessment of infrastructural capacity and environmental assessment are largely placed on studies a number of years ago, and it is not apparent that further investigations in this respect have been undertaken to inform the review.

The town centre is within Growth Area 1 of the Planning Scheme which is a further basis for the targeting of density at this location, to deliver a critical mass at an early stage in the delivery of the Strategic Development Zone and it's corresponding objectives.

As such, it is respectfully requested, that DLRCC reconsider the town centre as part of the currently proposed amendments and provide for additional height and density.

The additional height and density sought under this submission, would allow for a marginal increase to the height of the blocks completed and underway, and further increases to the yet to be constructed blocks.

The requested amendments are permissible as material alterations under legislation, as the current proposed amendments are being undertaken under Section 169 of the Planning and Development Act 2000 (as amended) i.e. as if a new Planning Scheme were being made.

The accompanying document prepared by Henry J. Lyons Architects provides an overview and illustration of the proposals and the requested amendments to the Planning Scheme are contained within this document. The proposals would maintain the principles and vision for the Planning Scheme and Urban Form and Development Framework (UFD), particularly at the street level, whilst adding additional density through greater height.

We note the sunlight assessment which accompanies the proposed amendments, which sets out a basis for not increasing the height and density of the town centre. The assessment appears to simply add floors to the permitted TC3 masterplan and does not allow for modulation of massing which would be incorporated into any detailed design brought forward as a planning application.

It is submitted that such an approach is not appropriate. The Planning Scheme contains sufficient safeguards to ensure a quantitative and qualitative assessment of sunlight and daylight access as part of any planning application including the following:

“GI 5 To require that the layout and orientation of residential areas ensures adequate levels of sunlight and good accessibility to all open space, in accordance with the requirements of Chapter 2.8.”

Additionally, it is proposed to insert Appendix I to the Planning Scheme, as below, which is a further safeguard which would ensure additional height and density is not to the detriment of the public or communal open space areas:

“Appendix I

Guidance with regard to Sunlight and Daylight Assessment of Proposed Developments
Proposals for development should include technical assessments in accordance with
BR209 Site Layout Planning for Daylight & Sunlight A Guide to Good Practice Second
Edition 2011 and BS 8206-2: 2008 Lighting for Buildings Part 2: Code of Practice for
Daylighting. Assessments should include the following:

With regard to neighbouring developments:

- *Shadow Impact/ Sunlight levels on private gardens, balconies, communal and public spaces to the 2hr on the 21st March test.*
- *Impact on habitable windows Skylight – Vertical Sky Component (VSC) test.*
- *Impact on living room windows Sunlight – Annual and Winter Probable Sunlight Hours (APSH & WPSH) tests.*

With regard to the proposed development itself:

- *Sunlight levels on private gardens, balconies, communal and public spaces to the 2hr on the 21st March test.*
- *Light distribution within habitable rooms - Average Daylight Factor (ADF) levels with particular regard to units at the ground and lower floor levels and at corner locations.*
- *Sunlight availability for living room windows – Annual and Winter Annual Probable Sunlight Hours (APSH & WPSH) tests.”*

In summary, a blunt assessment has been undertaken which forms a large portion of the justification in the material amendments documentation to justify the non provision of additional height and density in the town centre, the area where it is submitted, is the most appropriate.

The further sections of this report set out the wider planning policy context which provide a justification for additional height and density in the town centre, with the requested amendments set out.

Project Ireland 2040: National Planning Framework

The National Planning Framework has a number of directly relevant national policy objectives that articulate delivering on a compact urban growth programme. These include the following as referenced in the Urban Development and Building Height Guidelines 2018:

- National Policy Objective (NPO) 2(a) relating to growth in our cities;
- NPO 4 relating to attractive, well designed livable neighbourhoods;
- NPO 5 relating to sufficient scale and quality of urban development; and
- NPO 6 relating to increased residential population and employment in urban areas.
-

In particular, NPO 13 states that:

“In urban areas, planning and related standards, including particular building height and car parking will be based on performance criteria that seek to achieve well designed high quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected”.

It is therefore considered that in order to comply with the objectives of the NPF that increased building heights in the town centre should be provided in appropriate locations subject to meeting the assessment criteria for increased heights as set out in the *Urban Development and Building Height Guidelines 2018*.

Urban Development and Building Height Guidelines 2018

The Urban Development and Building Height Guidelines set out national planning policy guidelines on building heights in relation to urban areas, as defined by the census, building on the strategic policy framework set out in *Project Ireland 2040: the National Planning Framework*.

The Guidelines recognise the importance of increasing building height and compact urban development in existing urban areas and promote increased densities and heights.

SPPR 3 of the Urban Development and Building Heights Guidelines 2018 requires that a review be undertaken of Planning Schemes in place prior to the adoption of the Guidelines, as is currently being undertaken by DLRCC for the Cherrywood SDZ Planning Scheme:

“SPPR 3 It is a specific planning policy requirement that where;

1. an applicant for planning permission sets out how a development proposal complies with the criteria above; and

2. the assessment of the planning authority concurs, taking account of the wider strategic and national policy parameters set out in the National Planning Framework and these guidelines; then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.

(B) In the case of an adopted planning scheme the Development Agency in conjunction with the relevant planning authority (where different) shall, upon the coming into force of these guidelines, undertake a review of the planning scheme, utilising the relevant mechanisms as set out in the Planning and Development Act 2000 (as amended) to ensure that the criteria above are fully reflected in the planning scheme. In particular the Government policy

that building heights be generally increased in appropriate urban locations shall be articulated in any amendment(s) to the planning scheme

It is noted that the requirements of SPPR3 (B) is to ensure that the Planning Scheme is reviewed and so that the criteria in the Guidelines are 'fully reflected' in the Planning Scheme, through amendment to the Planning Scheme. It is submitted that to ensure that these mandatory Specific Planning Policy Requirements require the Development Agency to revise the height and density standards for Cherrywood town centre to bring the Planning Scheme in line with national policy on urban development.

Sustainable Urban Housing: Design Standards for New Apartments; Guidelines for Planning Authorities 2020;

Car Parking

The Guidelines also note that in Central and/or Accessible Urban Locations planning authorities must consider a reduced overall car parking standard.

"In more central locations that are well served by public transport, the default policy is for car parking to be minimised, substantially reduced or wholly eliminated in certain circumstances."

The policy document Sustainable Urban Housing: Design Standards for New Apartments (Guidelines for Planning Authorities), published by the Department of Housing, Planning and Local Government in March 2018, states that:

"In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances. "This includes [locations within] 10 minutes walking distance of DART, commuter rail or Luas stops or within 5 minutes walking distance of high frequency (min 10-minute peak hour frequency) bus services."

The Dún Laoghaire-Rathdown Development Plan 2022-2028 states the following in relation to the provision of car parking for residential developments:

"The proximity of residential developments, within parking zone 1 in particular, to both public transport and services, together with the need to strengthen the sustainability and resilience of our urban centres and make efficient use of land, will see an increasing shift towards densification of development around transport nodes and significant service centres with car travel and car ownership becoming less relevant."

The proposed development is situated directly adjacent to a transport node (Bride's Glen Luas Stop) and benefits from frequent bus services as described in section 7.1.1. The subject development is also situated within 10-minute walk of the Transport Interchange proposed under the Cherrywood SDZ Planning Scheme.

Cherrywood town centre is therefore considered an appropriate candidate for a reduction in car parking provision, in accordance with the standards and guidelines set out by Dún Laoghaire-Rathdown County Council and by the Department of Housing, Planning and Local Government. As an alternative to private car ownership for residents, it is proposed to establish a car-sharing club for residents of the development, and that alternative modes of transport, including Luas, bus, and active modes shall be promoted for use by development occupants.

The Cherrywood SDZ Area-Wide Travel Plan states the following in relation to the provision of car parking for developments within the SDZ area:

“Reduced car usage can only be achieved over time with the development of the network of public transport routes and services. Car parking policies have to reflect this evolving/ expanding public transport network.”

Furthermore, the proposed reduction in car parking provision aligns with measures outlined within the National Development Plan 2021-2030 policy document, which aims to encourage a significant modal shift away from private car usage and towards more active and sustainable modes such as walking and cycling.

Government policy in this area is given force by the Climate Action and Low Carbon Development (Amendment) Bill 2021, which was passed by the Dáil on the 16th of June 2021. This legislation:

- places an obligation on the State to pursue the transition to a climate-neutral economy by the end of 2050;
- introduces a system of successive 5-year, economy-wide carbon budgets starting in 2021, which are to be set on a 15-year cycle (in the form of ceilings on how much CO₂ may be emitted by certain sectors of the economy);
- strengthens the role of the Climate Change Advisory Council in proposing carbon budgets;
- introduces a requirement to annually revise the Climate Action Plan (Ireland’s first such plan was published in 2019) and prepare a National Long Term Climate Action Strategy at least every decade; and
- introduces a requirement for all Local Authorities to prepare individual Climate Action Plans, which will include both mitigation and adaptation measures.

The Bill contains an explicit requirement for the first two carbon budgets proposed by the Climate Change Advisory Council to provide for a reduction of 51% in total greenhouse gas emissions over the course of the first two budget periods ending on the 31st of December 2030 (from the annual greenhouse gas emissions reported for the calendar year 2018). This will entail an average annual reduction of 7% in carbon emissions across all sectors of the Irish economy.

The Climate Action Plan 2021 calls for a 51% reduction in emissions from the transportation sector by 2030 through the promotion of public transport and active modes.

In recent years, Ireland has consistently failed to meet annual emissions targets set under the EU Effort Sharing Decision, thereby incurring financial penalties of several hundred million euro. The agriculture and transport sectors remain the largest contributors to the State’s overall CO₂ emissions.

It is noted that a car parking ratio of 0.2 has been accepted on the Glass Bottle site development which our client is involved in delivering. This location does not have access to Luas similar to Cherrywood and is a further basis for the reduction of car parking in Cherrywood.

On this basis, it is sought to reduce the car parking ratio for apartment development across the SDZ and additionally change the standard from a minimum to a maximum standard.

Summary of Requested Amendments

The requested amendments to TC3 are set out in further detail in the HJL document, and the requested amendments are summarised below:

- TC3 –
 - Increase baseline heights by 5 floors to 2-10 storeys
 - Provide additional upward modifier of 1-3 storeys allowing 13 storeys to Plot TC3-6
 - Increase plot ratio maximum from 2.3 to 3.0
 - Increase maximum residential GFA to 73,300 sq.m.
- General
 - Revise Section 4.2.10 text as set out further to allow flexibility in car park design
 - Revise car parking standards to maximum and reduce the requirement to 0.5 maximum in town centre, village centre and Res lands for 1 and 2 bed apartments

Revised Planning Scheme tables are included further in this document.

Comparative Analysis

The proposal sought are in line with permitted development in comparable locations, since the publication of the National Planning Framework and Urban Development and Building Height Guidelines. Indeed, Central Park in Sandyford

Address	Development Description	Max No. Storeys	Plot Ratio
Former Aldi site, Carmanhall Road, Sandyford, Dublin 18 ABP Ref.: 305940	Permission granted for 564 no. units within DLR with a density of 365.6 units per hectare. The site is located opposite a Luas stop.	17	3.19
Golf Lane, Carrickmines, Dublin 18 ABP Ref. 309026	Permission granted for 482 no. apartments within DLR with a residential density of 268 units per hectare.	22	1.65
Rockbrook, Carmanhall Road, Sandyford Business District, Sandyford, Dublin 18. ABP Ref.: 304405-19	Permission granted for 428 no. apartments within the DLRCC area resulting in a residential density of 255 units per hectare	14	2.0
The former Aldi site, Carmanhall Road, Sandyford Business District, Dublin 18. ABP Ref.: 301428-18	Residential development of 460 no. apartments in six 5 to 14 storey blocks, ancillary on-site facilities, basement car parking and bicycle parking, 2 new vehicular accesses and all associated site works. The Inspector's Report notes that the density proposed equates to 295 units per hectare.	14	2.93
The Stillorgan Leisureplex site, Stillorgan, Co. Dublin	Residential development of 232 no. apartments with heights ranging generally from 6-8 storeys with	8	3.8

ABP Ref. 305176-19	associated on-site facilities, basement car parking and bicycle parking, 2 new vehicular accesses and all associated site works. The density proposed was 294 units per hectare.		
Building 5, Dundrum Town Centre, Sandyford Road, Dublin 16 ABP Ref.: 305261	Permission granted for 107 no. apartments with a residential density of 249 units per hectare. Located within a major town centre.	9	2.3

UFDF

Should the Development Agency consider that an updated UFDF is required, this should be undertaken.

As set out however, the proposal subject of this submission would maintain the provisions of the UFDF with the exception of height and density, and wording may be inserted into the Planning Scheme to state that the UFDF provisions remain, with the exception of the additional height and density and each application will be assessed on their merits.

Requested Amendments to Planning Scheme as Part of the Material Alterations

The amendments sought are set out below. There may be additional consequential amendments required to reflect the amendments sought.

Text is shown in red strikethrough where a deletion is requested and green where an insertion/replacement is requested.

It is noted the proposed amendments propose to delete Table 2.11; however, the requested amendment is shown in the current Table 2.11 for ease of reference, and it is suggested the table is retained in lieu of extensive textual description.

Table 2.11: Building Height Ranges				
Primary Development Land Use	Min No. Floors	Max No. Floors	Max Height* of storeys in Metres	Additional Upward Modifier (See Map 2.3 for Location)
Town Centre	2	5 10	21 40	1-3 Storeys
Village Centres	3	5	18	1-2 Storeys
High Intensity Employment Lands	3	5	20	None
Other Commercial Use Lands	2	4	16.5	None
Res 1	-	3	10	None
Res 2	2	5	16	None

Res 3	2	5	16	None
Res 4	3	5	17	None
Education	-	3	13	None

Add additional upward modifier at TC3-6:

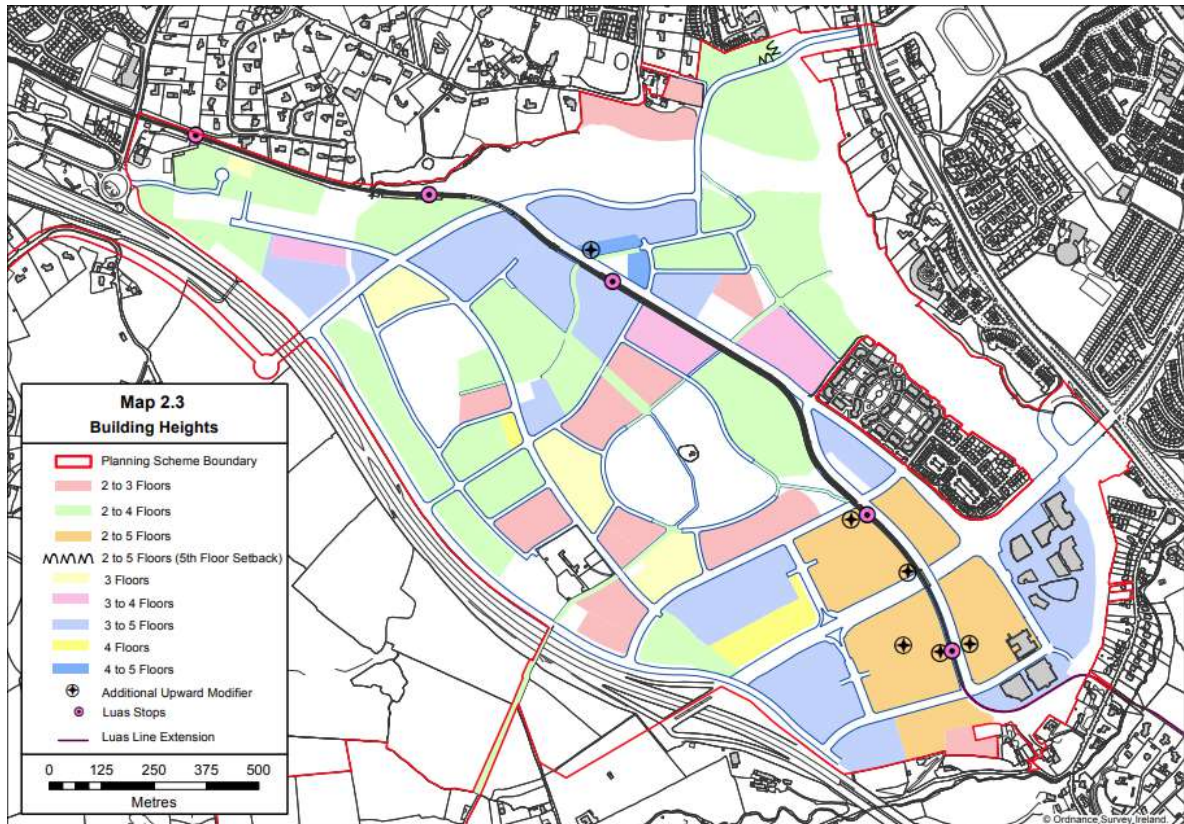


Table 6.2.2: Breakdown of Development Quantum for Sites TC1, TC2, TC3 and TC4
Cherrywood Town Centre

TC3 SITE AREA SQM

Use	Min Area Sq.m	Min No. Apartments Circa	Max Area Sq.m	Max No. Apartments Circa
Retail Gross	3,000		3,100	
High Intensity Employment	54,800		74,300	
Residential	27,000	287	33,600 73,300	358 650
Non Retail	8,000		10,000	
Community	1,100		1,500	
Total	93,900	287	122,500 161,624	358 650
Plot Ratio	1.7		2.3 3.0	

Table 4.4 Minimum Maximum Residential car parking standards	
Town Centre	0.9 0.5 space per unit
Village Centres	0.9 0.5 space per unit
Res 1, 2, 3 and 4	0.9 0.5 space per 1 bed unit 1.2 0.5 spaces per 2 bed unit/house 1.4 spaces per 3 bed unit 2.0 spaces per 3 or more bed house
All Residential Units/Houses	Minimum 0.01 Car Share space per unit

Amend Section 4.2.10 as follows:

~~“Within the Town Centre, the village centres and the adjacent higher density residential plots, designated as Res 3 and Res 4, parking should be provided either in an underground or multi-storey car park. Car parking may be provided in a mixed use car park or in a peripheral location subject to there being environmentally attractive and safe pedestrian linkage between the residential units and the car park and subject to there being a limited amount of parking spaces available in the immediate vicinity for loading / unloading and for residents with disabilities.~~

~~The urban form envisaged for areas designated as Res 1 and Res 2 is street frontage, terraced housing, perimeter blocks, individual house designs, duplex and apartment mixes. The traditional layout with private car parking in the front garden will not be an option for the majority of homes in these areas so undercroft car parking, grouped parking, off-site parking, etc should all be considered at the design stage.”~~

Conclusions

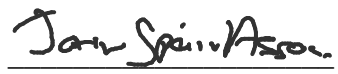
It is respectfully requested that this submission is taken into consideration and material alterations to the Planning scheme are brought forward in line with this submission.

The Planning Scheme was adopted in 2014 and is at odds with subsequent national planning direction to deliver additional height and density along public transport corridors. There is an onus on the Development Agency to revise the Planning Scheme in line with the Urban Development and Building Height Guidelines under Specific Planning Policy Requirement 3B which came into effect in December 2019, nearly four years ago.

The town centre has significant capacity to capitalise on the existing and planned infrastructure and deliver additional residential development to achieve national and strategic objectives for more homes in town centres well served by public transport.

The town centre, and particularly TC3 as it is undeveloped currently, is the first phase of the Planning Scheme (Growth Area 1) and as such should be targeted for additional height and density under the current review to facilitate the delivery of a vibrant and viable town centre, which will be the centre of the entire new town.

Yours sincerely,

A handwritten signature in black ink that reads "John Spain Assoc." with a stylized flourish at the end.

John Spain Associates

Henry J Lyons

Cherrywood TC3

Height & Density Review Submission

September 2022

HJL

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0.0

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1.0

INTRODUCTION

- 1.1 PURPOSE OF THE REPORT
- 1.2 DESIGN TEAM
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INTRODUCTION

1.1 PURPOSE OF THE REPORT

This document has been prepared by Henry J Lyons Architects under the appointment of RQRE Devco 4 Ltd. This document forms part of a submission on the Height & Density review of the Cherrywood SDZ carried out by Dun Laoghaire-Rathdown County Council for TC3.

This statement should be read in conjunction with documents submitted by the other members of the design team as part of the submission.

This document and information contained herein has been produced for illustrative purposes only. All design information is property of Henry J Lyons Architects Ltd. and subject to all relevant statutory permissions.

1.2 DESIGN TEAM

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Fire Engineering + Universal Access Consultants
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Lower Pembroke Street
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www.msa.ie

Daylight & Sunlight + Wind Impact Consulting
BPC Engineers
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bpcengineers.com

Mechanical & Electrical Engineers
Axiseng Consulting Engineers
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Visual Lab
Mazars Place, 2nd Floor
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Co. Galway
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Waste Management Consultant
AWN Consulting
The Tecpro Building
Clonskeagh Business & Technology Park
Dublin 17

Environmental Consultant
Altemar
Templecarrig Upper,
Greystones
Co Wicklow

Cost & Risk Management Consultant
Linesight
Hoban House,
Haddington Road,
Dublin 4

INTRODUCTION

1. 3 PROJECT DETAILS

PROJECT TITLE
Cherrywood TC3

ADDRESS
Cherrywood Town Centre, Quadrant 3, in the
Townland of Cherrywood, Dublin 18 (also Co. Dublin)

SITE DESCRIPTION
Town Centre 3 (TC3) is located in the Cherrywood Planning Scheme area and forms part of the overall Town Centre. The site is bound by the Luas green line to the east (adjacent the Bride’s Glen terminus), Grand Parade to the east, Cherrywood Avenue to the south and west, and the R118 road (Wyattville Link Road) to the north.

1. 4 CONTENT OF SUBMISSION

The proposed development at TC3 will play an important role at a regional and local level by providing new homes and facilities for people in Dublin.

This submission on the Height & Density Review carried out by DLRCC seeks for the inclusion of the amendmends noted below:

- Increased height and density to provide additional residential units on the TC3 site in line with government policy.
- A resulting increase in residential floor area and plot ratio.
- The overall quantum of offices, non retail, community uses and retail uses will remain unchanged,
- The proposed amendment provides for an increased provision of communal and private open space, tenant shared services, facilities and amenity space to align to the increased number of units
- Public open space including public plaza areas, footpaths, parking, loading bays, landscaping works and boundary treatments will be aligned to the current SDZ proposal;
- Provision of two vehicular access points to basement level (below podium) from Cherrywood Avenue would remain unchanged from current SDZ proposal,
- The submission proposes a reduction in the car parking ratio for the residential development.

2.0

CONTEXT & SITE

- 2.1 SITE LOCATION
- 2.2 PLANNING CONTEXT
- 2.3 SITE DESCRIPTION

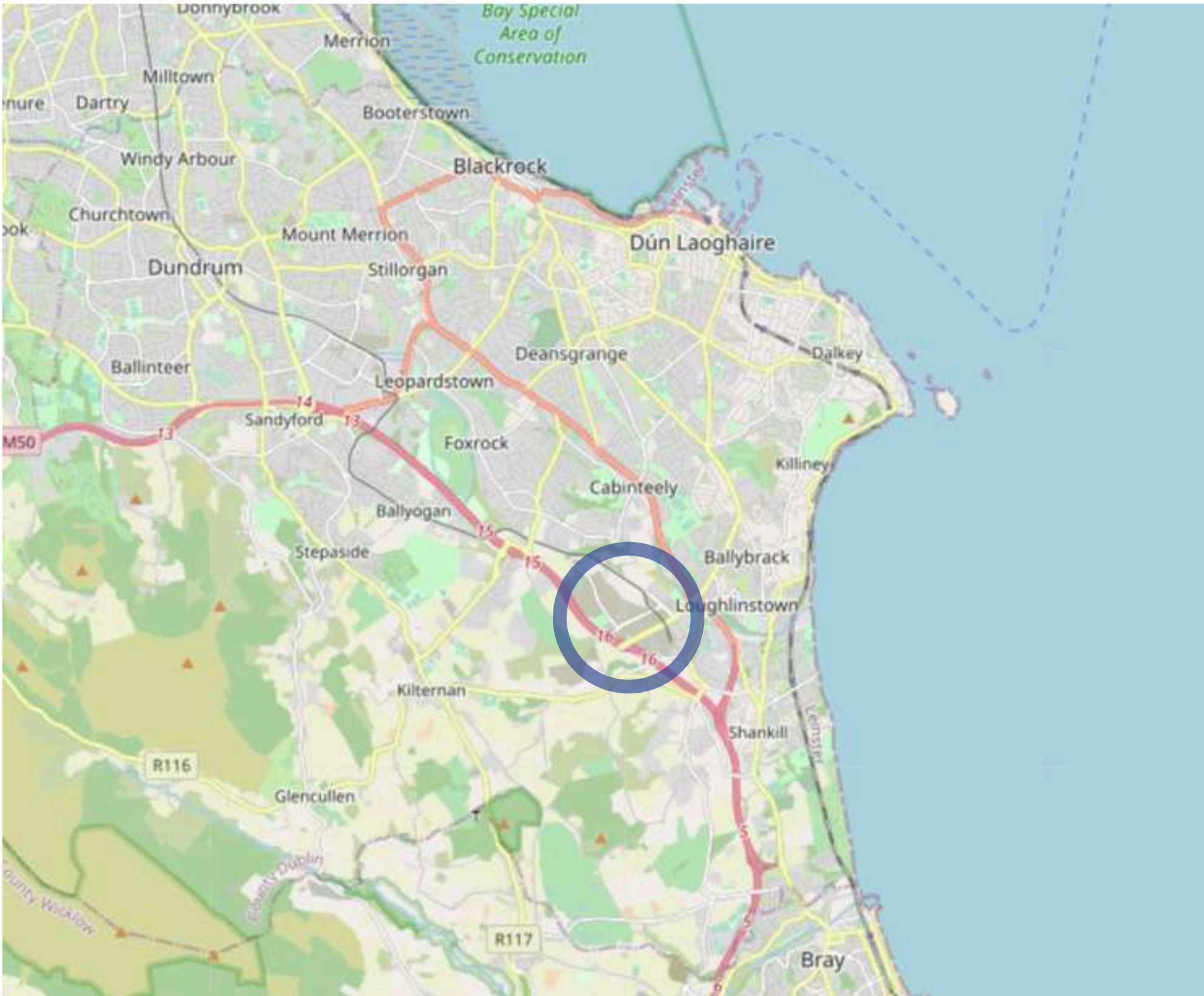
CONTEXT & SITE

2.1 SITE LOCATION

Located in Cherrywood, South Dublin, the Cherrywood Strategic Development Zone (SDZ) is currently one of the largest urban developments in Europe.



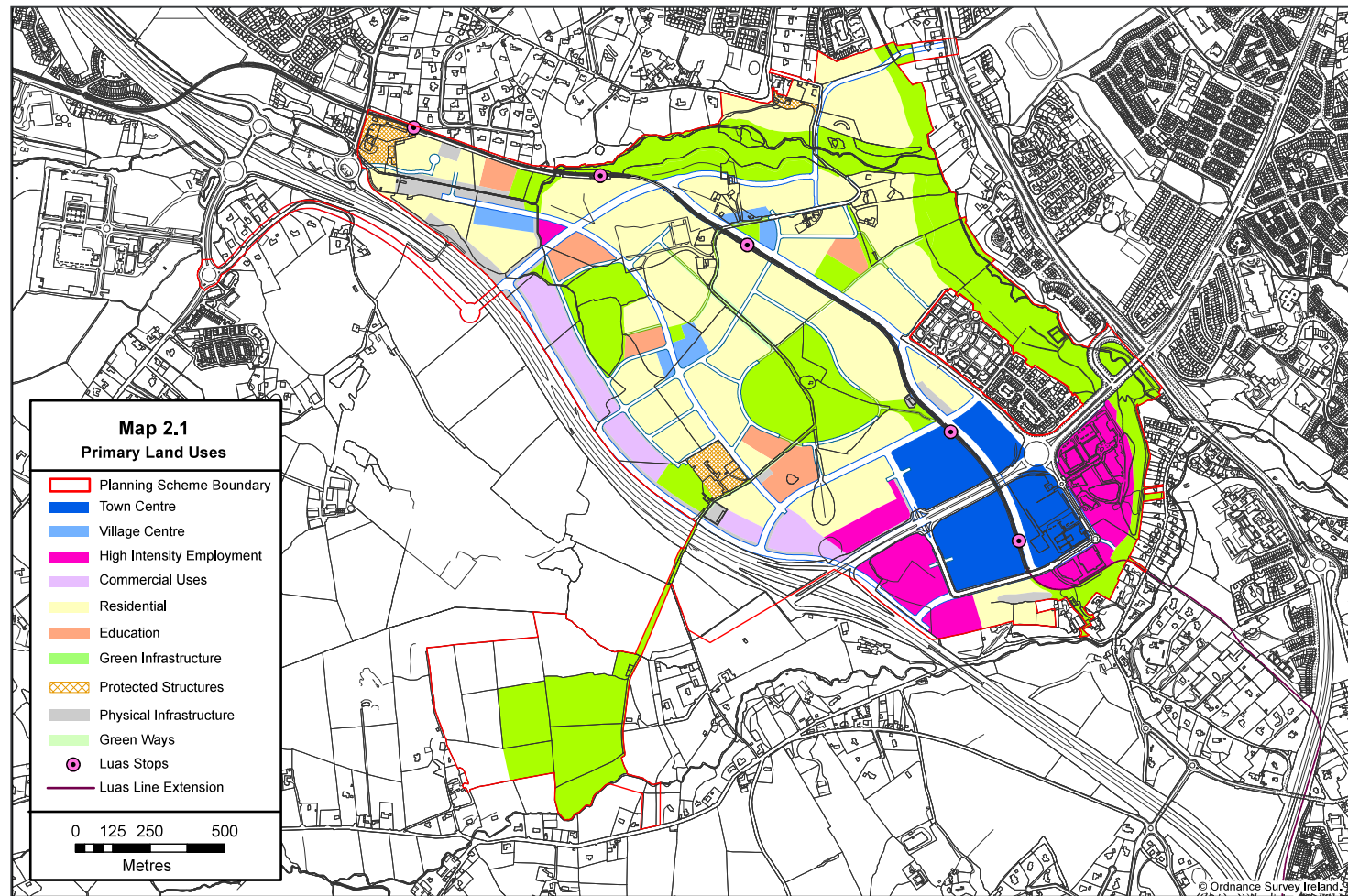
Source: SDZ Planning Scheme



Location of Cherrywood in South Dublin

CONTEXT & SITE

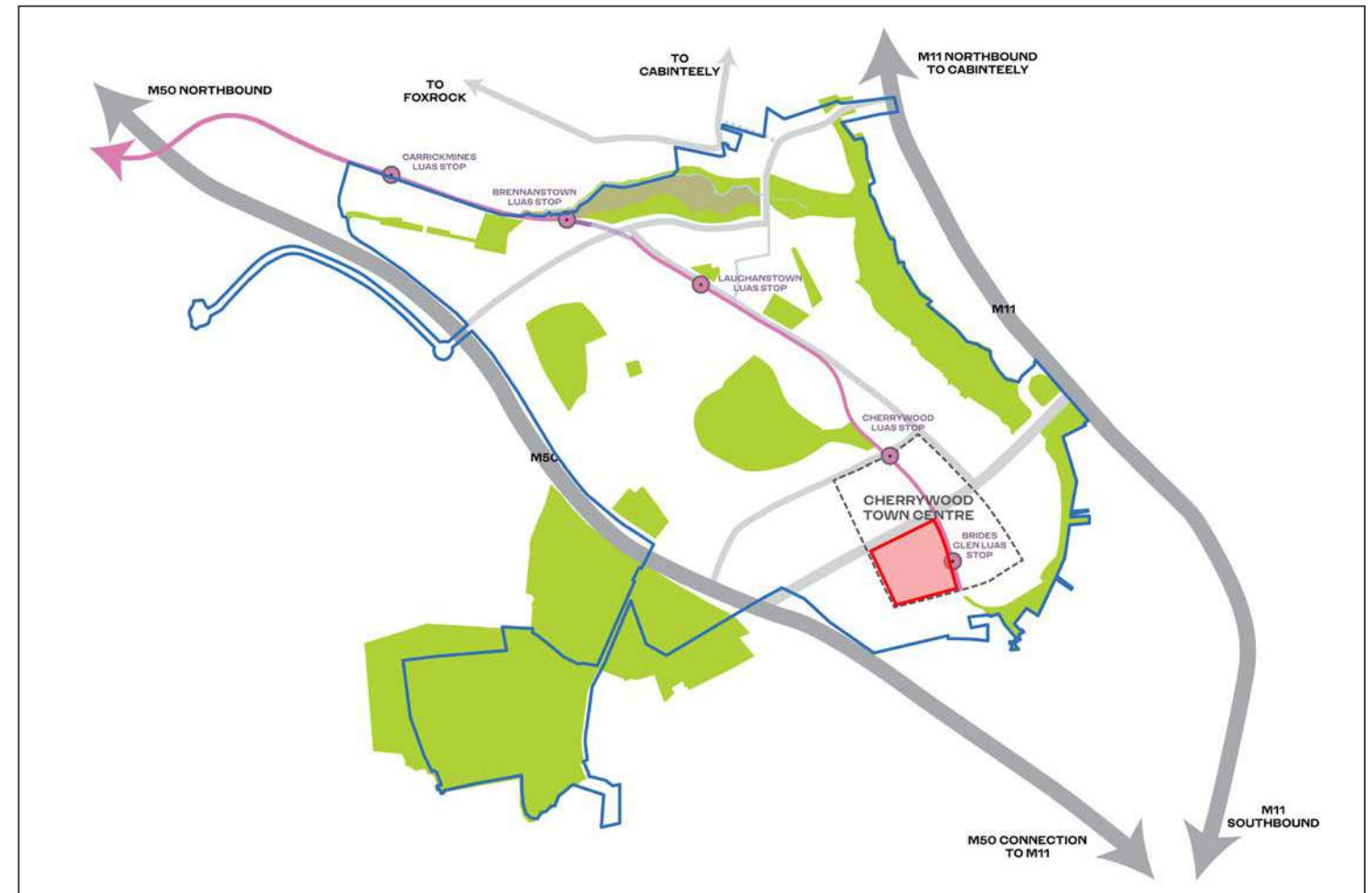
2.2 PLANNING CONTEXT



Cherrywood Planning Scheme

Originally a combination of a partially developed site and farmland, the Cherrywood lands are being transformed into a high-density suburban center, to be delivered on a phased basis.

The 388-acre Cherrywood masterplan has been designed to provide a state-of-the-art, sustainable, cycle and pedestrian-friendly mixed-use urban development. Cherrywood is projected to have a future population of 25,000 residents, more than 8,000 new homes, a retail-led Town Centre, six new schools and three major parks, as well as leisure facilities. Cherrywood Town Centre will accommodate the greatest concentration of development and will be a mixed use area, which will provide for a range of uses including residential, office, retail, leisure, cafés and restaurants, ensuring that there is activity throughout the day and into the evening.



Site Location & Context

The area of the future Town Centre site is a large manmade environment. It is currently characterised by land reshaping, new roads including the Wyattville Link Road, the elevated Luas line and a variety of buildings in place or under construction including those of permitted developments on TC2 and TC4. There are a number of key challenges that need to be addressed in the design and layout of proposals in the town center development area:

- To ensure the scale of retail development relates to the growth potential of the plan area.
- Relating development to the new ground level created by the Luas line as well as the adjoining roads.
- Bridging the Wyattville Link Road for pedestrians and cyclist.
- To provide an environment which overcomes the division caused to the plan area by the Wyattville Link Road in a manner that is pedestrian friendly and which enables the different activities of the Town Centre to interact.

CONTEXT & SITE

2.3 SITE DESCRIPTION

The TC3 quadrant is bound to the east by the existing LUAS line and the proposed new Grand Parade, to the north by Wyattville Link Road and to the west and south by Cherrywood Avenue.

The TC3 plot and corresponding application site is characterised by considerable levels changes with at its most extreme having a level difference at the surrounding street level of 6m from the south-east to the north-west corner. A portion of the western side of the site, adjacent to the LUAS line, has been partially excavated (by a previous owner) leading to a sharp drop in level of up to 6m in this area. The existing LUAS line sits on an elevated concrete ‘bridge’ structure which is approximately 10m above the existing ground level in the north east corner of the site, where it crosses Wyattville Link Road, and slopes down to meet the existing ground level where it intersects with Cherrywood Avenue at the south east corner of the site.

The TC3 quadrant is clear of any buildings or structures.

The site for the residential portion of TC3 sits at the south-western corner of the quadrant, fronting the existing public roads Cherrywood Avenue South and West. To its east and north the application site is bound to land, which is reserved for the development of HIE/Commercial Use, which is subject to separate applications.

Site location boundary

Other lands owned by applicant

TC3-1 application boundary

Sunpath

Bus Stop

Luas Stop



3.0

MASTERPLAN

- 3.1 PLANNING CONTEXT
- 3.2 LAND USE DISTRIBUTION
- 3.3 URBAN FORM & LAYOUT
- 3.4 PUBLIC REALM
- 3.5 ACCESS & MOVEMENT
- 3.6 DEVELOPMENT PHASING

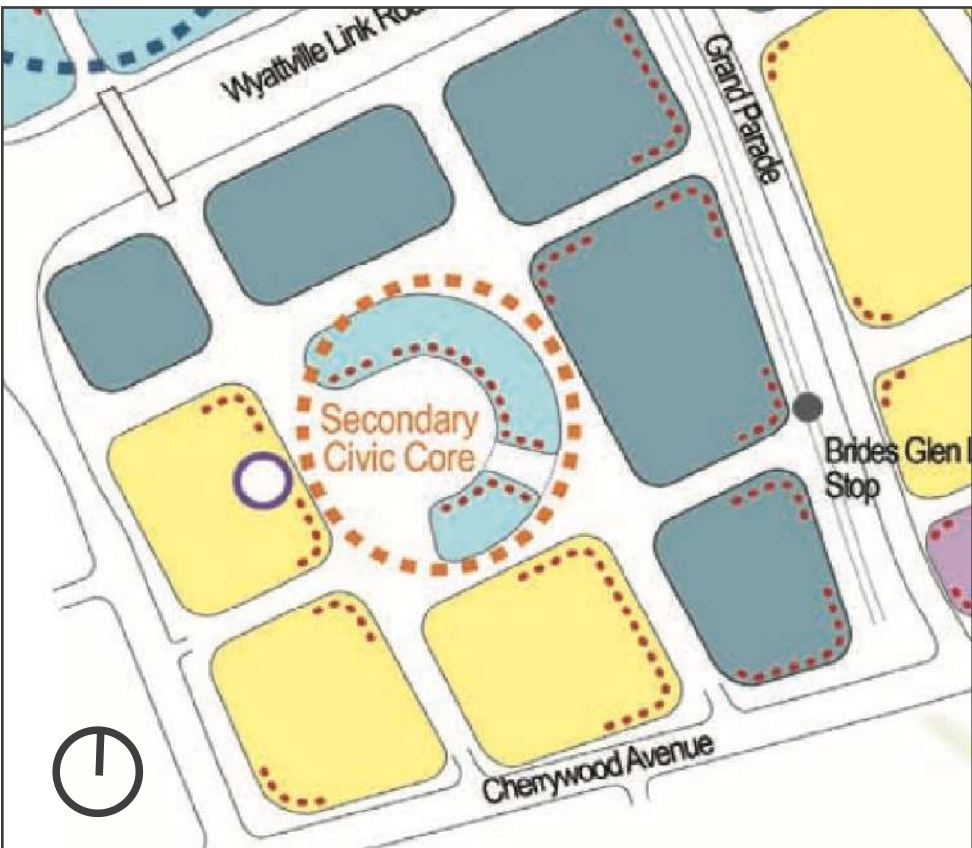
MASTERPLAN

3.1 PLANNING CONTEXT

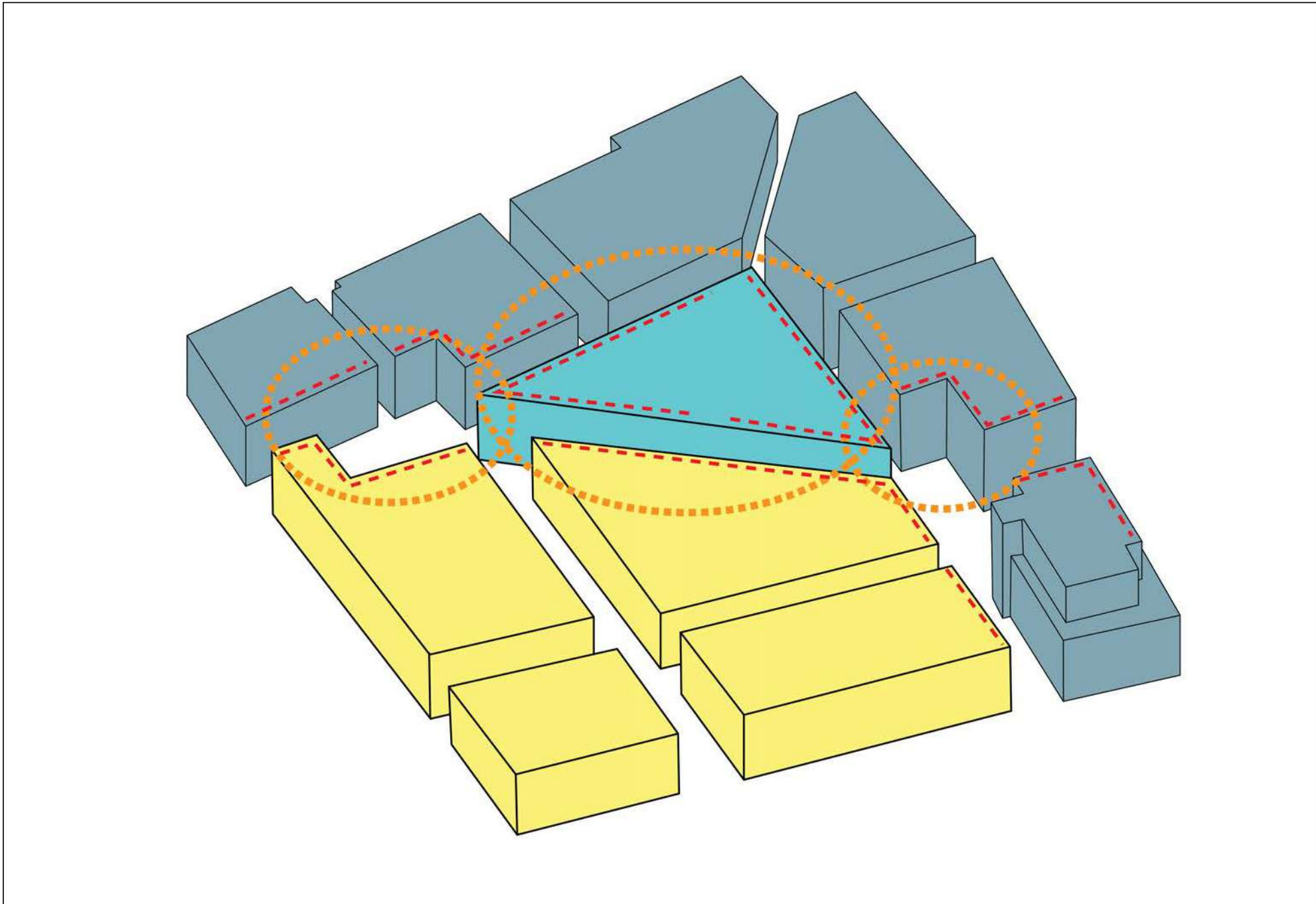
The proposed TC3 masterplan is based on the SDZ Planning Scheme and has evolved in close discussions with DLRCC as part of the planning process for the permitted development for Block TC3-1 & 8 , Ref DZ20A/O05.

This document describes an proposed amendment to the residential component of the overall TC3 masterplan.

3.2 LAND USE DISTRIBUTION



SDZ URBAN FORM DEVELOPMENT FRAMEWORK MAP 2



PROPOSED MASTERPLAN TC3



The Town Centre area is a mixed use area, which will provide for a range of uses including residential, high intensity employment, retail, leisure, cafés and restaurants, ensuring that there is activity throughout the day and into the evening. The mix of interdependent land uses will contribute to the sense of place and identity.

The evolved masterplan for TC3 aligns with Map 2 of the UDF and maintains the Planning Scheme’s primary use distribution. The commercial buildings to the east and north of the site create a buffer zone to the residential element of the development, providing shelter and protection, and creating a positive micro-climate for the site.

MASTERPLAN

3.2 LAND USE DISTRIBUTION

TC3 AMENDED LAND USE QUANTUM

Generally, the TC3 development quantum are within the limits set out in the Cherrywood SDZ. The only exception to this is the quantum of residential area which is proposed to exceed the number of units noted in the SDZ.

The use distribution table and summary schedule demonstrates the proposed uses along side the SDZ totals within table 6.2 of the Cherrywood Planning Scheme.

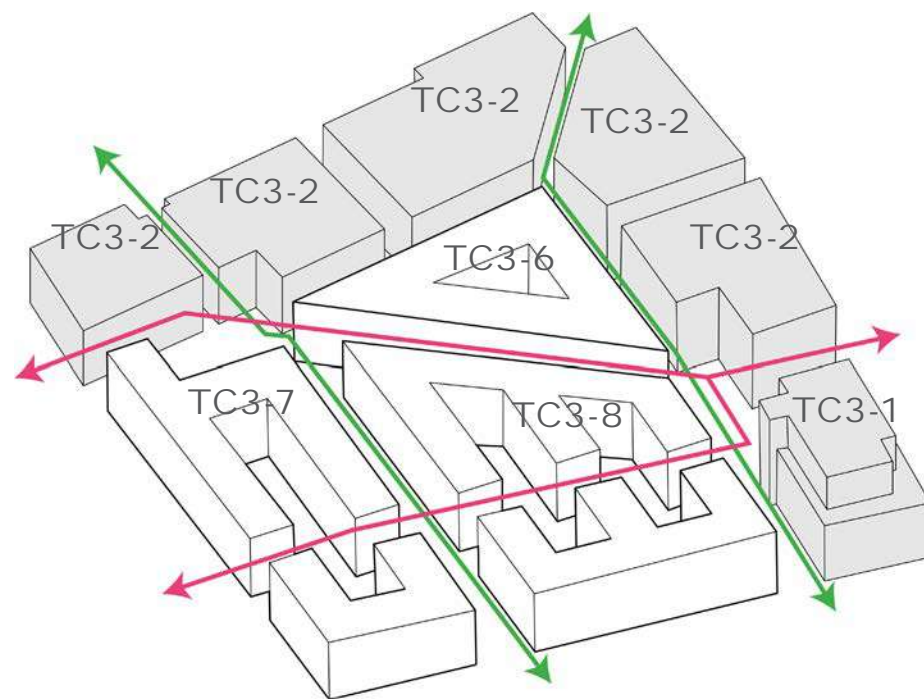
COMMERCIAL/HIE BUILDINGS		RETAIL*	NON-RETAIL	COMMUNITY	HIE/COMMERCIAL	RESIDENTIAL AMENITY	RESIDENTIAL	TOTAL FLOOR AREA
	BUILDING	GFA (m ²)	GFA (m ²)	GFA (m ²)	GFA (m ²)	incl in total resi GFA (m ²)	GFA (m ²)	GFA (m ²)
	TC3-1	0	1,221	-	12,235	-	-	13,456
	TC3-2	430	1,250	-	12,400	-	-	14,080
	TC3-3	750	1,362	-	12,450	-	-	14,562
	TC3-4a	640	1,300	-	16,315	-	-	18,255
	TC3-4b	240	680	-	11,100	-	-	12,020
	TC3-5	200	550	-	9,800	-	-	10,550
	SUB TOTAL	2,260	6,363	0	74,300	0	0	82,923
RESIDENTIAL	TC3-6	460	1,580	1,016	-	-	18,300	21,356
	TC3-7	148	573	484	-	527	27,100	28,305
	TC3-8	232	908	-	-	611	27,900	29,040
	SUB TOTAL	840	3,061	1,500	0	1,138	73,300	78,701
	GRAND TOTALS (GFA) (m ²)	3,100	9,424	1,500	74,300	1,138	73,300	161,624
	SDZ MIN TOTALS (GFA) (m ²)	3,000	8,000	1,100	54,800	-	27,000	93,900
	SDZ MAX TOTALS (GFA) (m ²)	3,100	10,000	1,500	74,300	-	33,600	122,500

*Combined total of SDZ provision for Retail Convenience/Food,

MASTERPLAN

3.3 URBAN FORM & LAYOUT

MASSING DEVELOPMENT

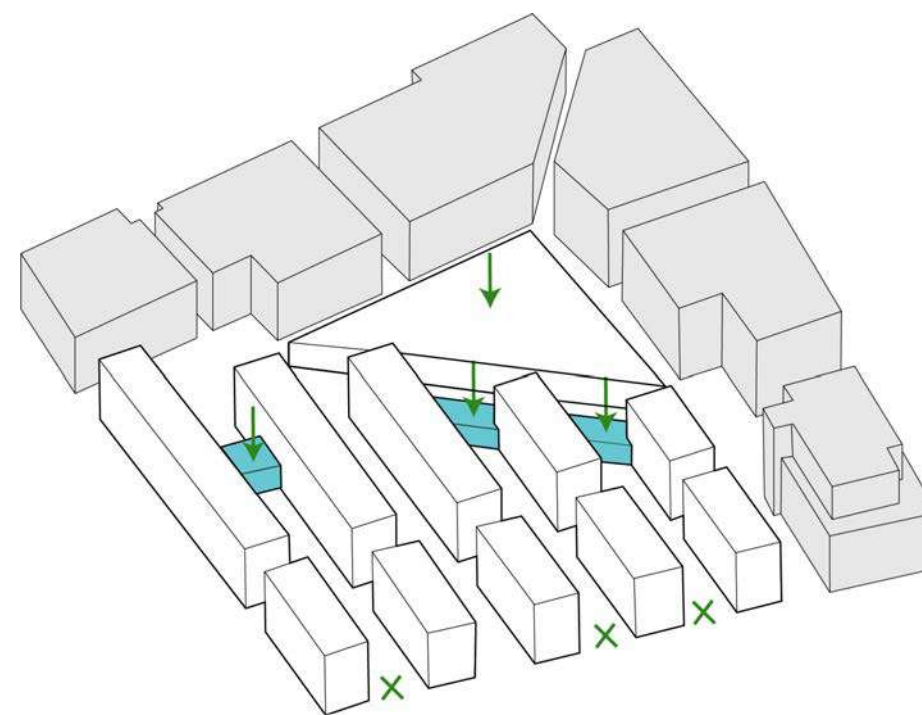


1. URBAN FORM

The site quadrant is optimised for permeability. A direct pedestrian/cycle route between the Brides Glen Luas stop and pedestrian bridge to TC1 creates a strong diagonal which forms TC3-6.

Site permeability is further optimised by two strong connections along the north-south axis which connect the heart of TC3 with the Wyattville Link Plaza & Bridge. This forms blocks TC3-7 and TC3-8 which are arranged around a courtyard block form.

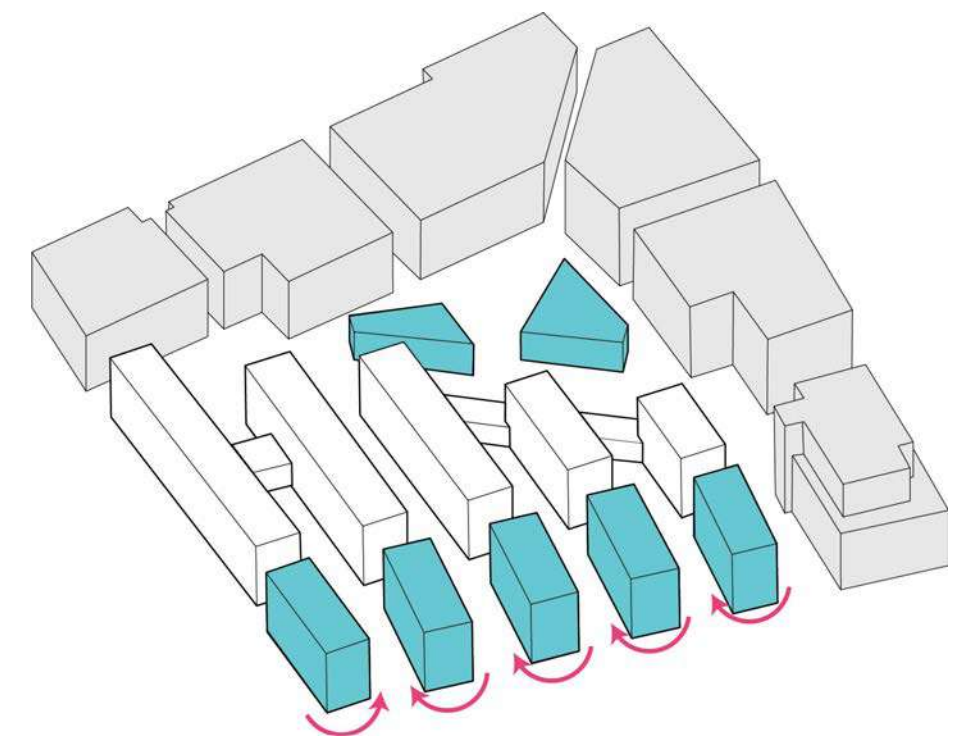
TC3-7 and TC3-8 are dissected further by an east-west pedestrian route which breaks up the massing and creates better cross site permeability.



2. REDUCED HEIGHT

The massing of TC3-6 is dropped to create a low level podium and open up the centre of the block. The podium becomes the heart of the quadrant and houses the non residential uses which activate the two new plazas.

On TC3-7 and TC3-8 the building height is reduced to the north generating a series of low rise “link blocks” which span between the fingerblock forms which run from north to south. This retains the sense of enclosure of the courtyard while optimising sunlight for the public spaces and routes to the north. The link blocks are removed to the south to create south orientated courtyards. This breaks up the street elevation with the gables addressing the street as a series of villas with green parkland between.



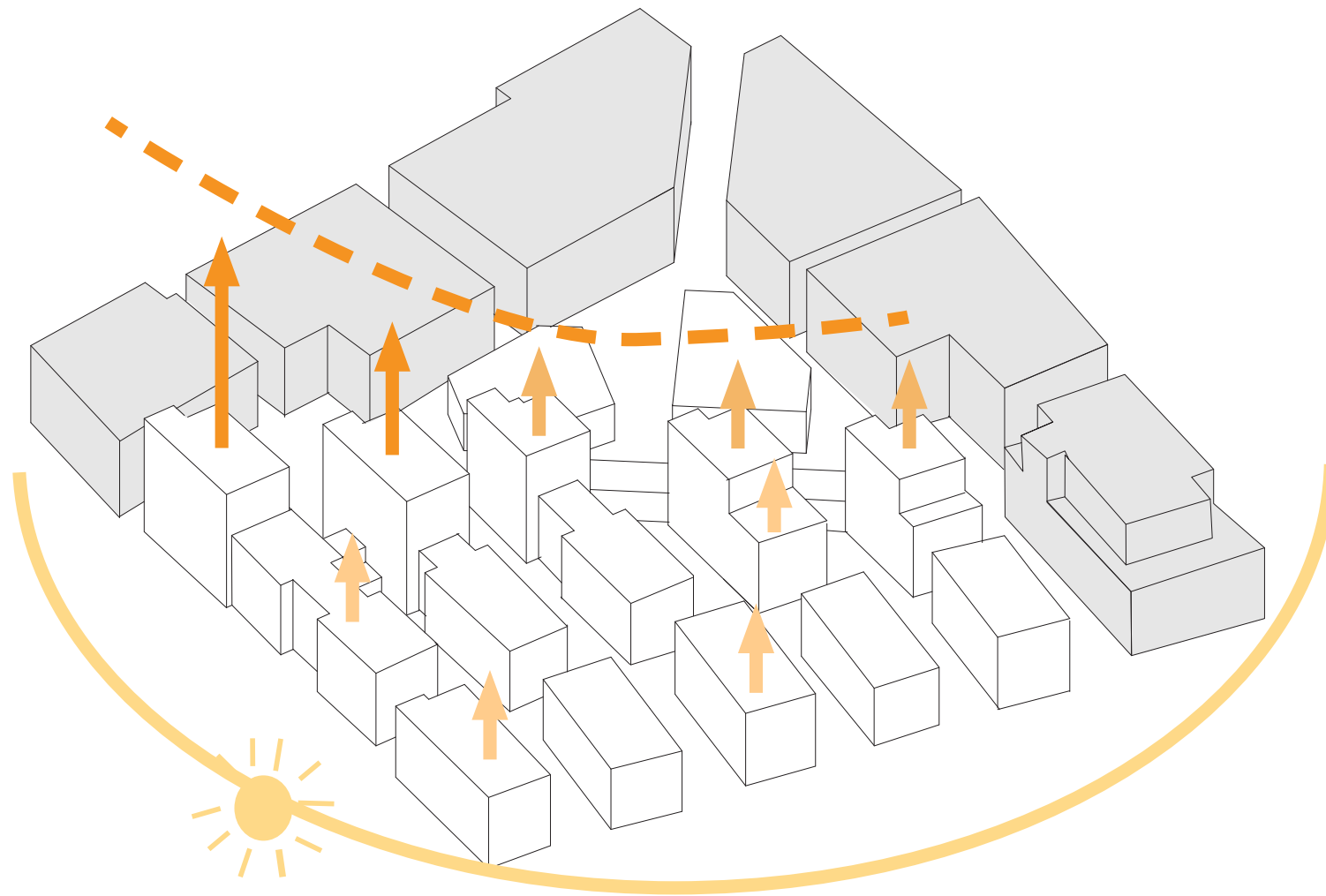
3. BLOCK MANIPULATION

The massing form of the central podium is altered and articulated into 2 pavilion buildings opening up further routes into the scheme and creating more generous circulation space around the city block.

The building massing to the south is rotated off axis to visually break the alignment with the northern figure blocks. This rotational adjustment optimises sunlight into the internal courtyards and north-south access routes.

MASTERPLAN

3.3 URBAN FORM & LAYOUT

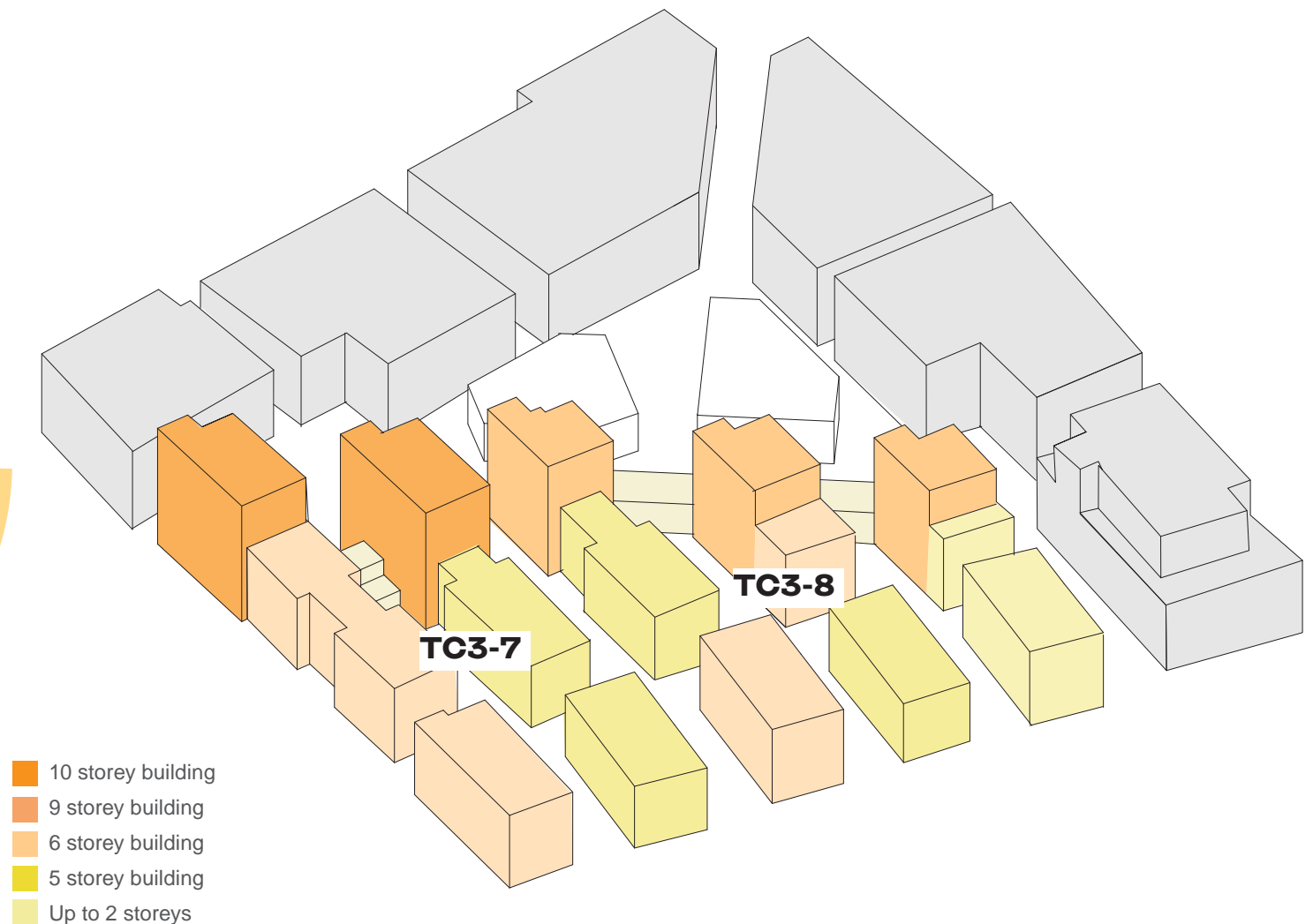


4. INCREASED DENSITY

While the SDZ massing for the residential buildings is generally for 4 to 5 storey blocks; this amendment proposes this is increased to 5 to 10 storeys blocks while retaining the 2 storey links.

The bulk of this massing is to the northern side of the residential blocks; by strategically adding to the building height, increased density can be achieved while maximising sunlight to the courtyards.

An upward modifier would also be appropriate to the centre of the block to address the new public realm.



MASTERPLAN

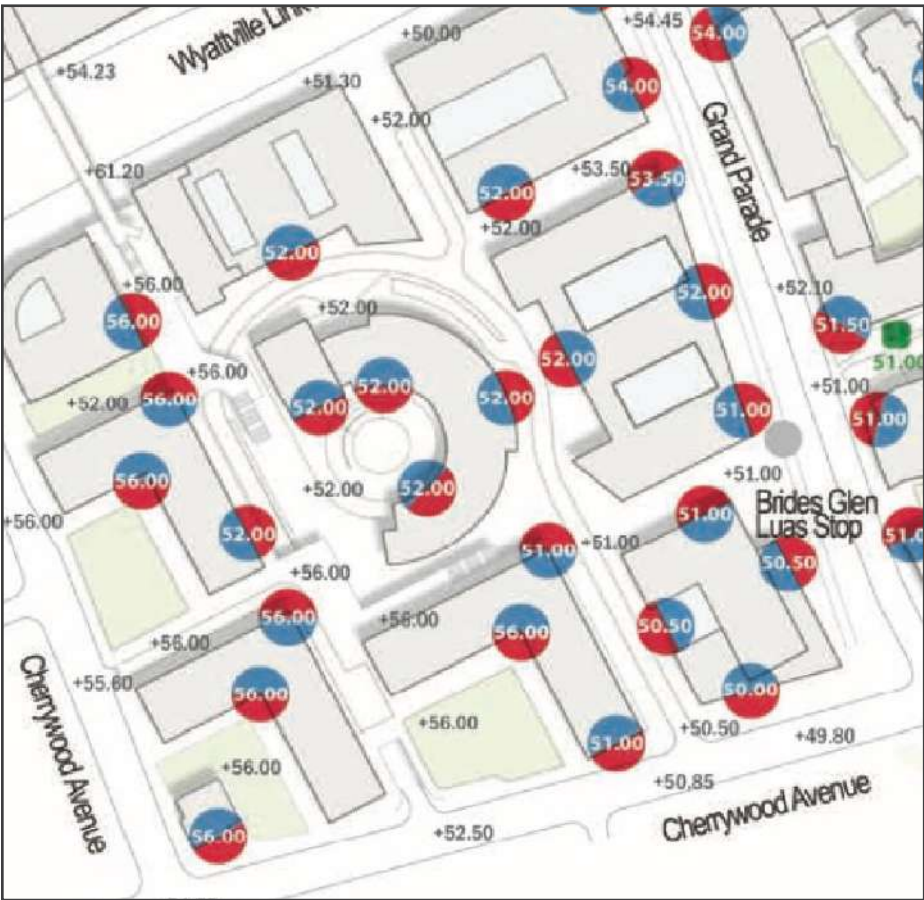
3.3 URBAN FORM & LAYOUT

RECONCILING GROUND LEVELS

The evolved masterplan aligns in principal with the strategy as outlined in Map 4 of the UDF. The proposed ground levels for quadrant TC3 respond to the existing ground levels, the levels of Grand Parade and the levels required to cross the Wyattville Link Road.

The evolved masterplan achieves a more gradual increase in levels from Cherrywood Avenue & Grand Parade towards the north-west corner of the TC3 quadrant.

Taking advantage of the reconfigured street network it was possible to allow for slopes in lieu of steps/ramps/lifts to connect into the adjacent levels of Grand Parade, Cherrywood Avenue and Wyattville Link Road. The slopes of all proposed streets are within the limits of TGD Part M allowing Universal Access throughout the site without the need to negotiate abrupt level changes.



SDZ URBAN FORM DEVELOPMENT FRAMEWORK MAP 4
18



PROPOSED MASTERPLAN TC3

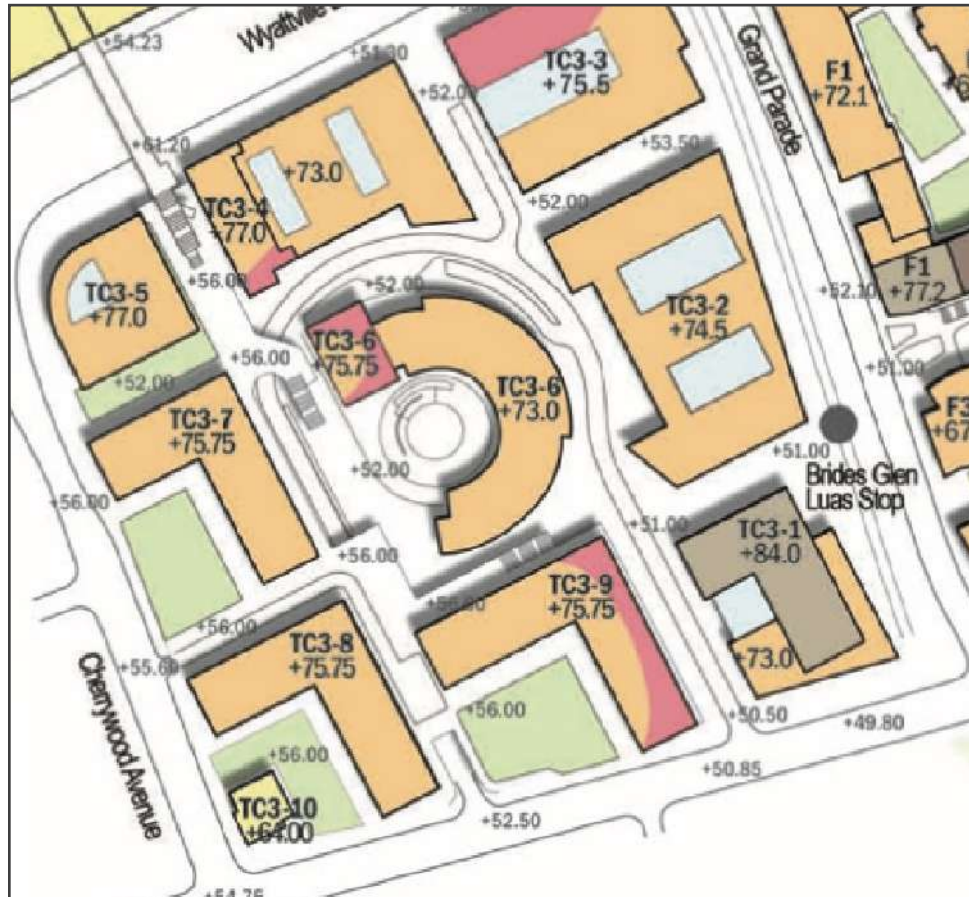


CHERRYWOOD TC 3 DESIGN STATEMENT

MASTERPLAN

3.3 URBAN FORM & LAYOUT

BUILDING HEIGHT, SCALE AND MASSING



SDZ URBAN FORM DEVELOPMENT FRAMEWORK MAP 5

This submission proposes building heights exceeding those in the above UFDF Map 5. To achieve an increased density, it is proposed the residential buildings on blocks TC3-7 & TC3-8 vary in height from 5 to 10 storey blocks, with 2 storey elements for the block links. The increased height is placed to the northern side of the residential blocks to maximise sunlight to residential courtyards located between the blocks.

It is intended that the heights of the HIE/Commercial blocks of TC3 masterplan would be within the limits identified on Map 5.



PROPOSED MASTERPLAN TC3

MASTERPLAN

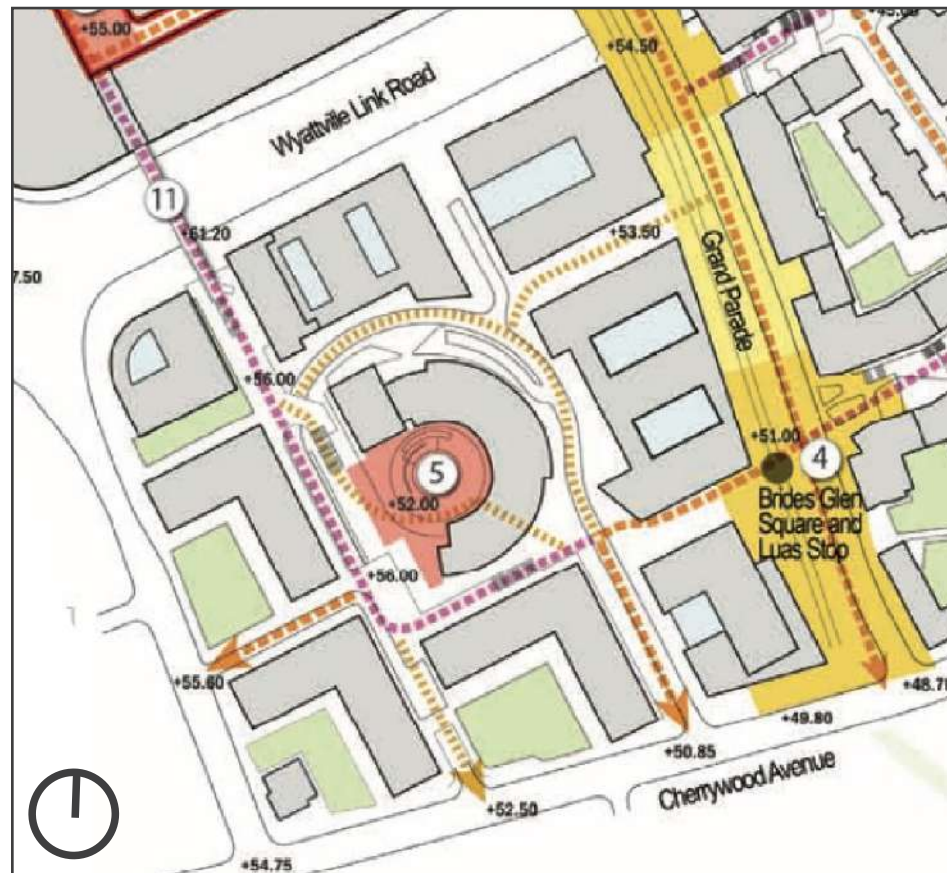
3.3 URBAN FORM & LAYOUT

BLOCK LAYOUT, URBAN GRAIN AND FRONTAGES

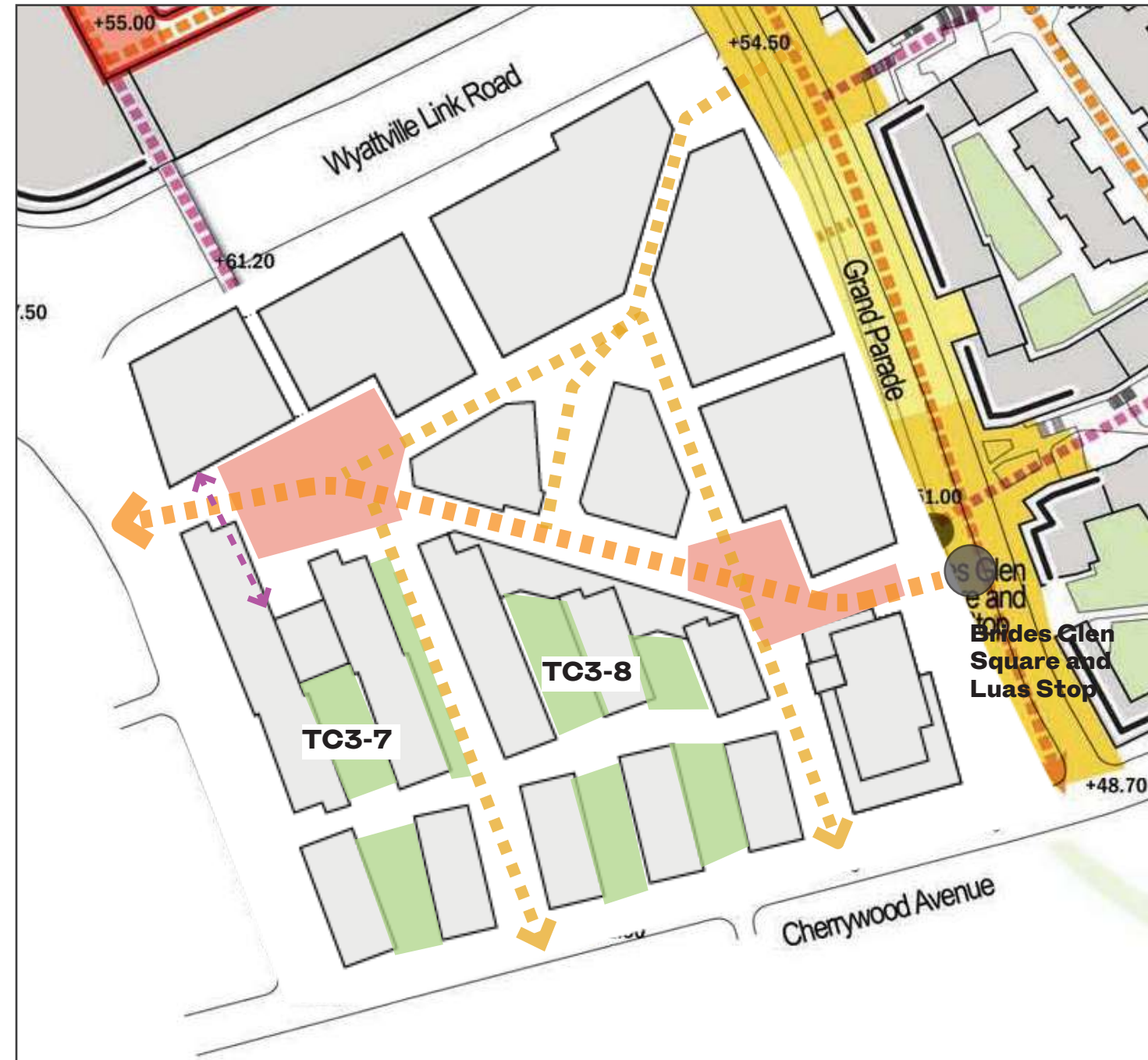
Aligning with the principles of Map 3 of the UDF, the evolved masterplan has been laid out to provide a legible framework that links into the context and will easily tie into future phases. In order to optimise the permeability of the quadrant and provide maximum possible footfall to the new civic core the masterplan concentrates the pedestrian and cycle circulation along the anticipated two main desire lines:

- A direct pedestrian and cycle route spanning between the Brides Glen Luas stop and pedestrian bridge to TC1
- An additional pedestrian link connecting Wyattville Link Plaza & Bridge with the heart of TC3.

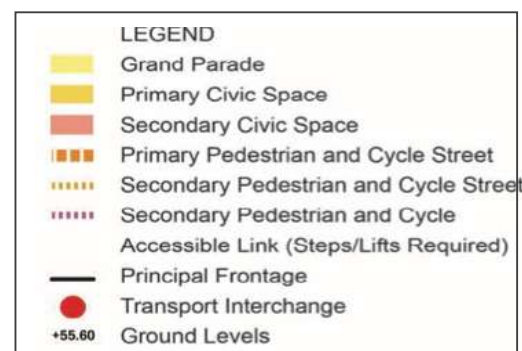
This masterplan thereby enhances the urban grain with the buildings forming more clearly defined streets, squares and courtyards. The principal frontages define a strong streetscape, activated by community and retail uses.



SDZ URBAN FORM DEVELOPMENT FRAMEWORK MAP 3



PROPOSED MASTERPLAN TC3



MASTERPLAN

3.4 PUBLIC REALM

REALM FRAMEWORK

The urban layout of the TC3 masterplan establishes a clear public realm framework, with legible and well defined circulation routes, connecting the character areas of TC3 with Brides Glen LUAS Station to the sites south east.

The development proposal will provide an exemplary pedestrian focused public realm associated with the new masterplan, whilst improving connectivity to the wider area, local assets and transport interchanges.

The network of streets throughout the scheme has been laid out to provide a legible framework of roads and spaces that connect with the existing context, and provide the backbone for future development to easily connect with when delivering future phases and ensures that development feels like a liveable neighbourhood that is easy to navigate for residents, visitors, and deliveries alike.

The masterplan is designed to serve the needs of new pedestrians and cyclist within the area and future site users travelling through the development without impacting existing roadways and infrastructure. The proposed plan provides a permeable neighbourhood that acts as a catalyst for future regeneration of the wider study area.

Refer to the drawings and report by Cameo & Partners for further information.



PROPOSED LANDSCAPING PLAN

MASTERPLAN

3.4 PUBLIC REALM

GROUND PLANE ACTIVATION

The creation of place is the key to enlivening a community and we believe that the key to successful placemaking is to have a clear vision, and to deliver it with confidence.

We have established a site-wide vision built around a series of ‘character areas’, that help to define and form the different public spaces; each being tailored to a specific audience and group, and all focused on creating a sense of community and civic benefit.

Following, we set out the ground floor activation strategy, which explains each of the uses adjacent to those character area, and how they will function and remain viable.

The active uses including building entrances have been distributed throughout the site to allow for a varied level of activity to occur within the quadrant.

Retail/Non-Retail uses as well as the Community Area are concentrated along the main pedestrian routes diagonally traversing the site, thereby creating the secondary civic core.

The residential entrances (including for ground level units with own-door access) are scattered around the site and in doing so allowing a good level of passive surveillance and activity to happen in all portions of the development.

Consideration has been given to the complementary land uses of surrounding schemes, the district-wide audience and the footfall necessary to sustain the long-term viability of the prospective tenants.

The allocation of a significant portion of the active uses within residential segment of the quadrant will allow for street activation to develop already in the early phases of the delivery of the development.



PROPOSED ENTRANCES GROUND FLOOR DIAGRAM

MASTERPLAN

3.4 PUBLIC REALM



PROPOSED USES AT GROUND FLOOR RESIDENTIAL BUILDINGS DIAGRAM

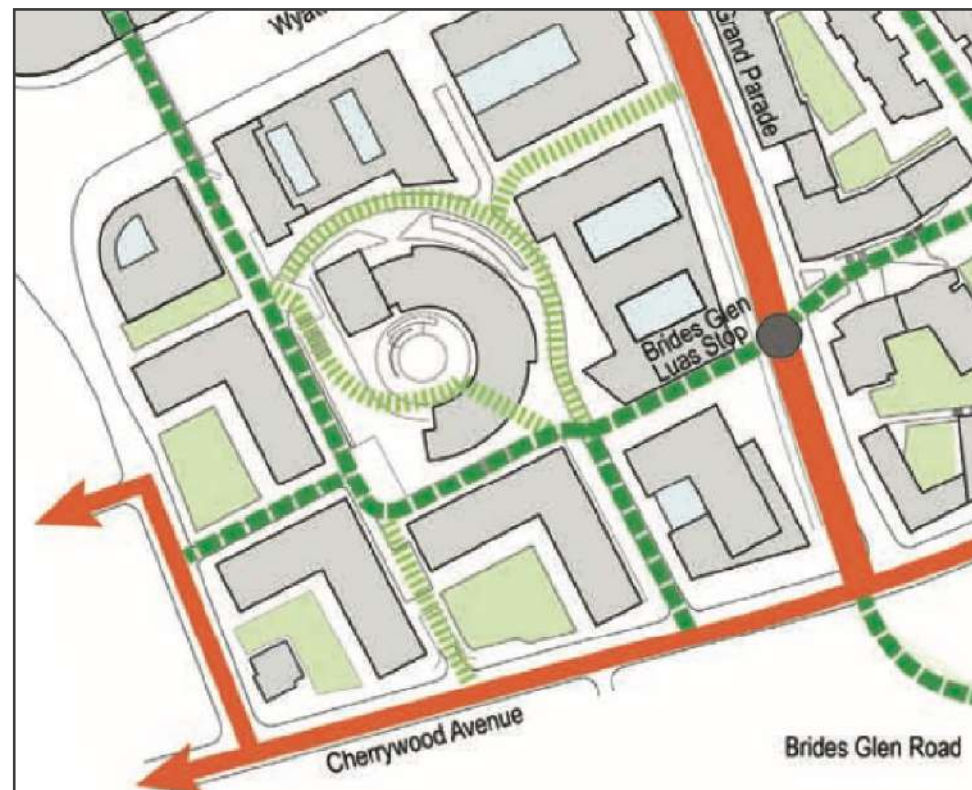
MASTERPLAN

3.5 ACCESS & MOVEMENT

PEDESTRIANS

The evolved Pedestrian Movement strategy aligns with Map 8 of the UFDF, but enhances the site's permeability and improves the connectivity to the wider area, local assets and transport interchanges. In addition to the links as per UFDF, the evolved proposal provides one more critical link via a diagonal connection to Grand Parade in the north east corner of the site.

The access network aims to achieve an efficient road system and servicing strategy for the development without impacting existing infrastructure. Within the TC3 site, the needs of pedestrians and cyclist are prioritised. For further details, refer to Drawings and Reports by CS Consulting Engineers.



SDZ URBAN FORM DEVELOPMENT FRAMEWORK MAP 8

- Primary Pedestrian Route
- Secondary Pedestrian Route
- Transport Interchange
- Luas Stop



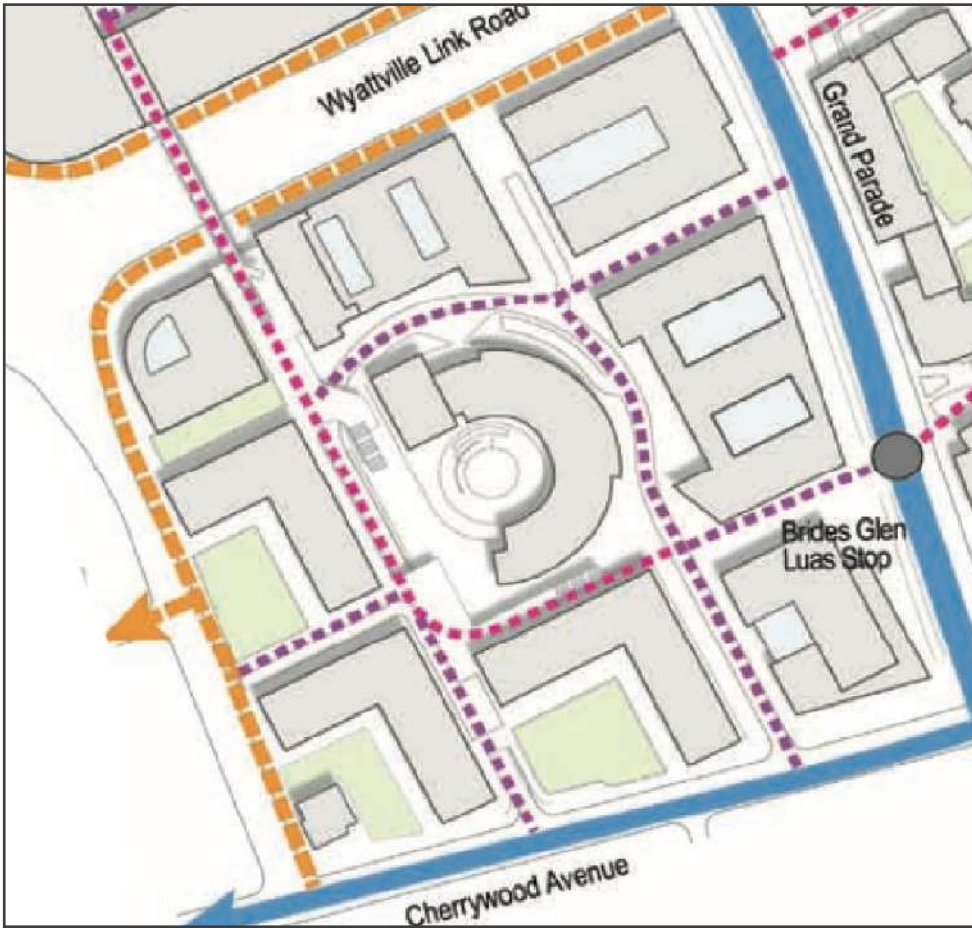
PROPOSED MASTERPLAN TC3

MASTERPLAN

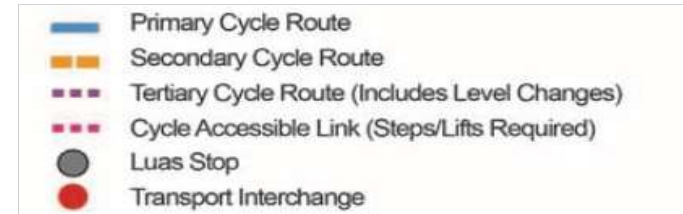
3.5 ACCESS & MOVEMENT

CYCLISTS

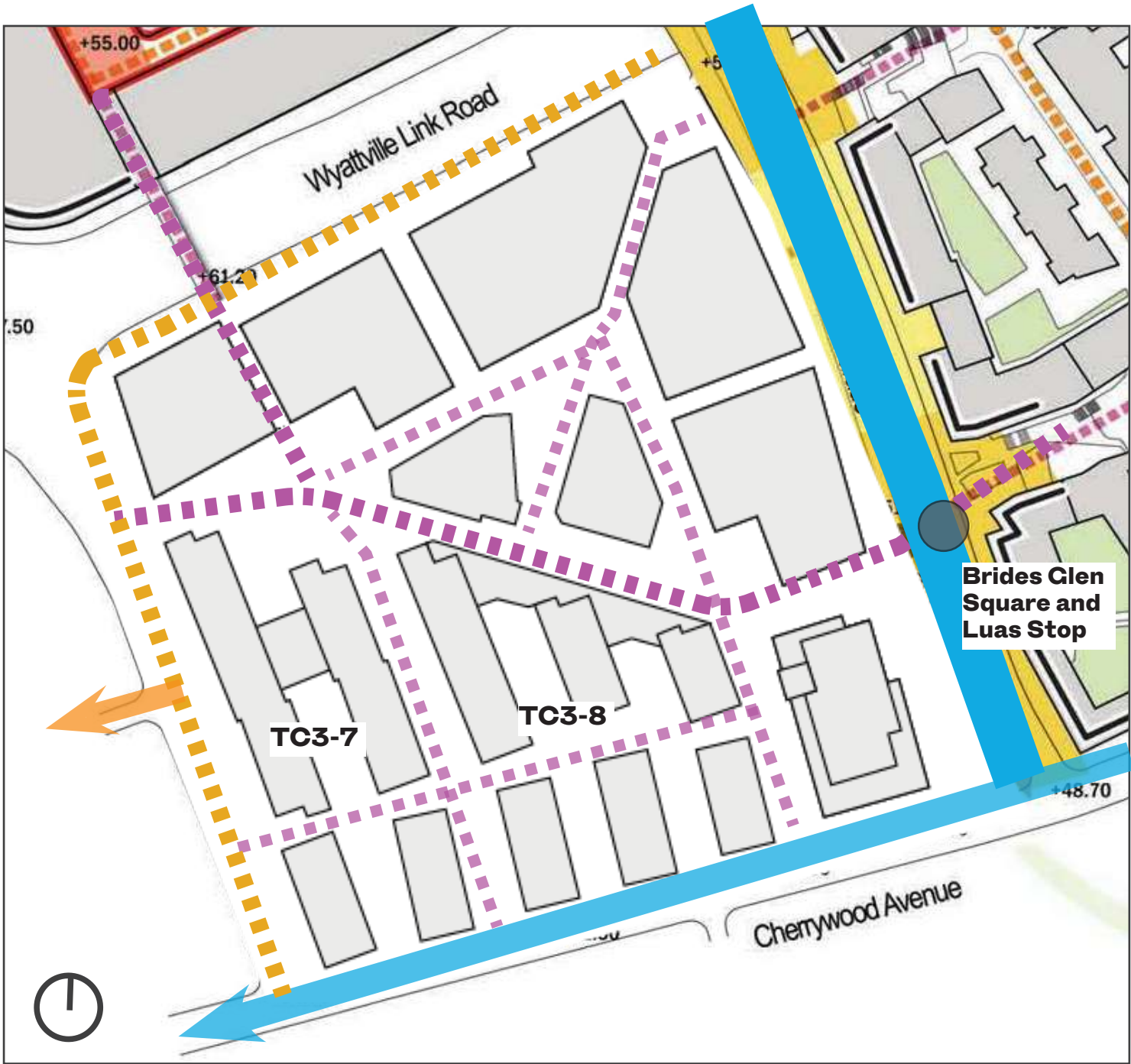
The image adjacent is a demonstration of the proposed TC3 masterplan alignment to the Cycle Movement strategy as outlined in Map 9 of the UFDF. The proposed masterplan contains a larger number of routes through the site available to cyclists. These routes maintain those provided for in the UFDF and are enhanced for greater permeability. No stairs are required for bicycle users through the site, with the exception of the proposed Wyattville Link Road Pedestrian bridge connecting to TC1.



SDZ URBAN FORM DEVELOPMENT FRAMEWORK MAP 9



Henry J Lyons



PROPOSED MASTERPLAN TC3

CHERRYWOOD TC3 DESIGN STATEMENT

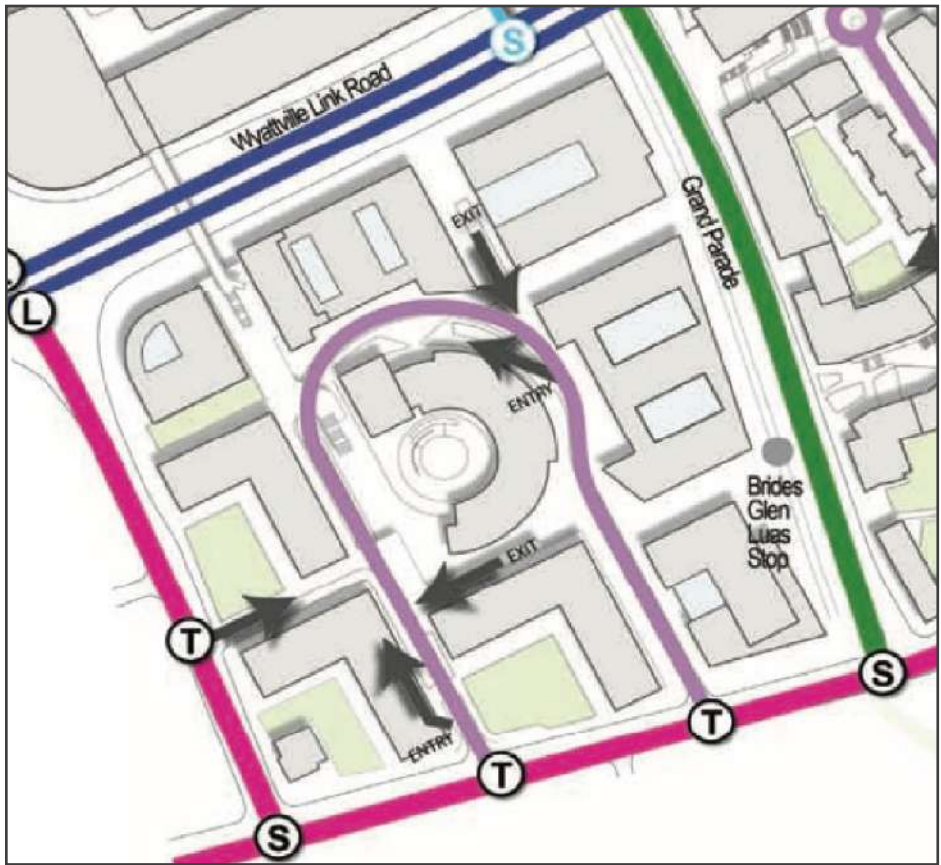
MASTERPLAN

3.5 ACCESS & MOVEMENT

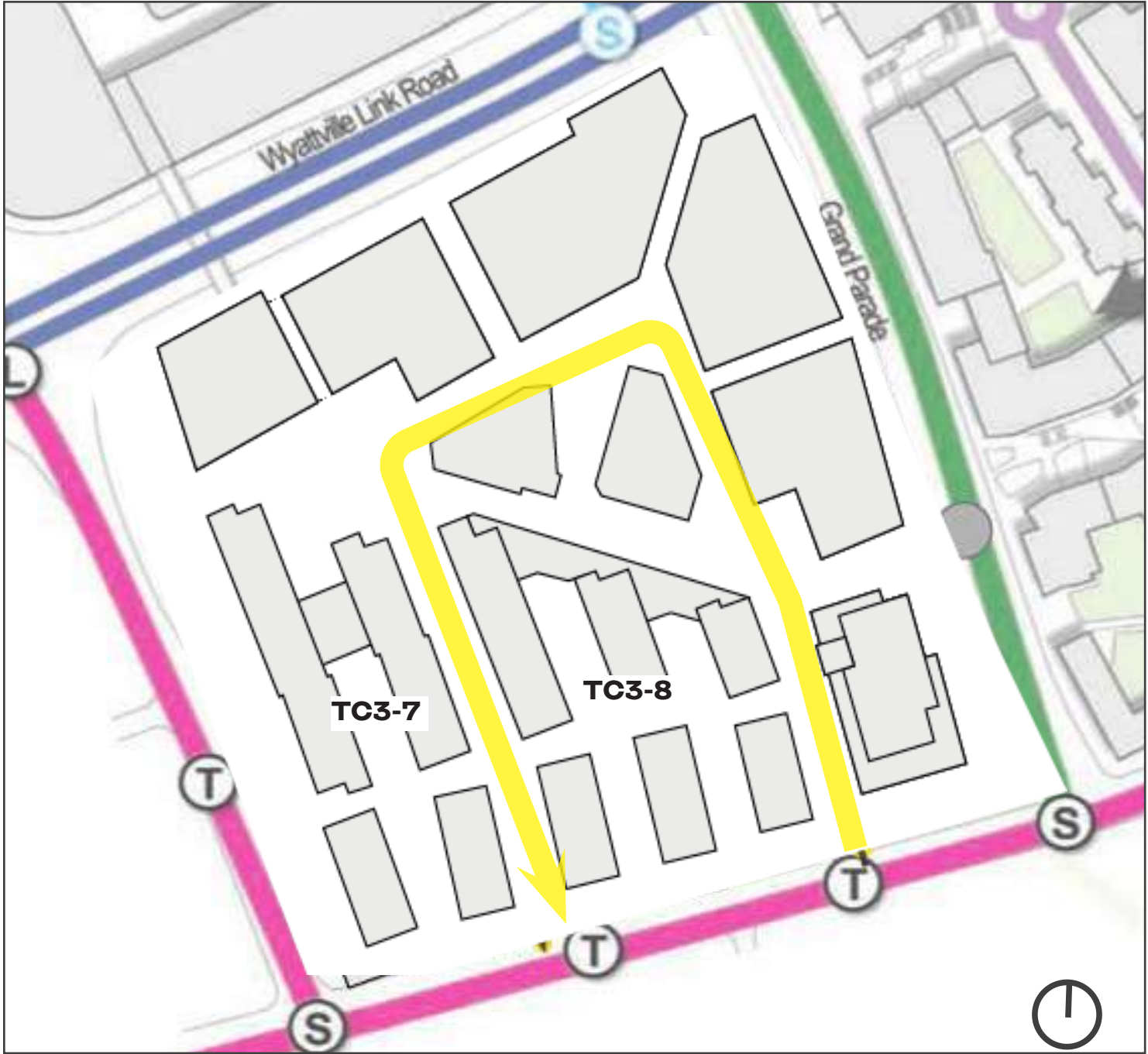
VEHICLES

Vehicle access will be restricted (including limited day time access) and closely managed. Emergency vehicle access and taxi drop-off locations will be provided in close proximity to all main entrances. Deliveries shall predominantly be brought through the basement, with the design allowing van access to there, from where deliveries can be brought via the cores to the reception/ concierge or each respective floor.

A limited and managed service vehicle access will be provided at podium level with designated servicing bays positioned along the internal servicing loop, from where large deliveries or furniture moving can be wheeled to building entrances and carried by lift to each floor. Vehicular access to building services plant will be provided as per technical requirements. All plant, with the exception of electrical substations will be located at basement, respectively for the offices at basement and roof level.



SDZ URBAN FORM DEVELOPMENT FRAMEWORK MAP 11



PROPOSED MASTERPLAN TC3

LEGEND

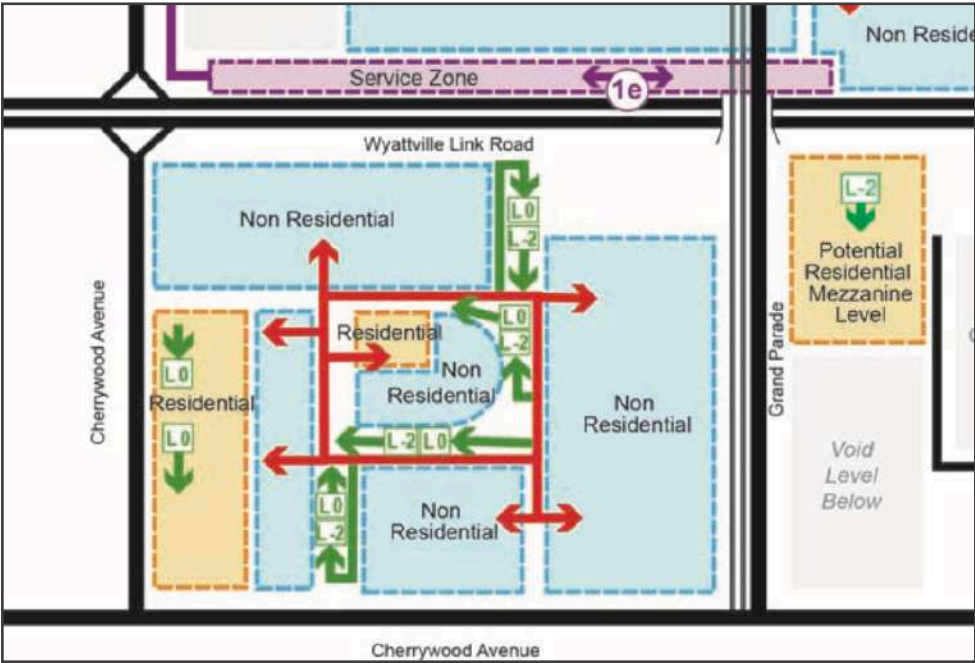
- Level 1 Road
- Level 2 Road (50 km/hour)
- Level 3 Road (30 km/hour)
- Access Road (including service, 30 km/hour)
- Car parking access/egress (no HGVs)
- Underground access/egress from retail
- Signalised Junction
- Priority-Controlled Junction
- Left-In / Left-Out Junction
- Roundabout
- Signalised Junction for Service access/egress only (no access to car parking)
- Transport Interchange

Note: Junctions are shown indicatively and are subject to change at planning application stage.

MASTERPLAN

3.5 ACCESS & MOVEMENT

WASTE MANAGEMENT



SDZ URBAN FORM DEVELOPMENT FRAMEWORK FIGURE 32C

Aligning with the principles set out in the UFDF, all residential waste will be de-centrally stored at basement level with safe access for residents and other occupants via the lift and stair cores.

This is then brought via service lift to a central staging area in Block 7A prior to collection. A loading bay is provided off Cherrywood Avenue for refuse collection. Refer to CS report for further details.

Non-residential waste shall be gathered, segregated and stored in one of the stores provided at ground level in either block 7 or 8.

Waste generated by HIE uses will be brought from the basement via goods lifts to the ground floor level and collected at the designated service bays along the internal servicing loop.



WASTE MANAGEMENT STRATEGY AT GROUND LEVEL

- NON-RESIDENTIAL WASTE STORE
- RESIDENTIAL STAGING AREA
- HIE REFUSE COLLECTION POINT
- RESIDENTIAL / NON-RESIDENTIAL COLLECTION POINT



WASTE MANAGEMENT STRATEGY AT BASEMENT

- RESIDENTIAL CORE
- RESIDENTIAL REFUSE STORAGE
- REFUSE SERVICE LIFT TO GROUND LEVEL
- HIE CORE
- HIE REFUSE STORAGE
- RETAIL / NON-RETAIL CORE
- RETAIL / NON-RETAIL REFUSE STORAGE



MASTERPLAN

3.6 DEVELOPMENT PHASING

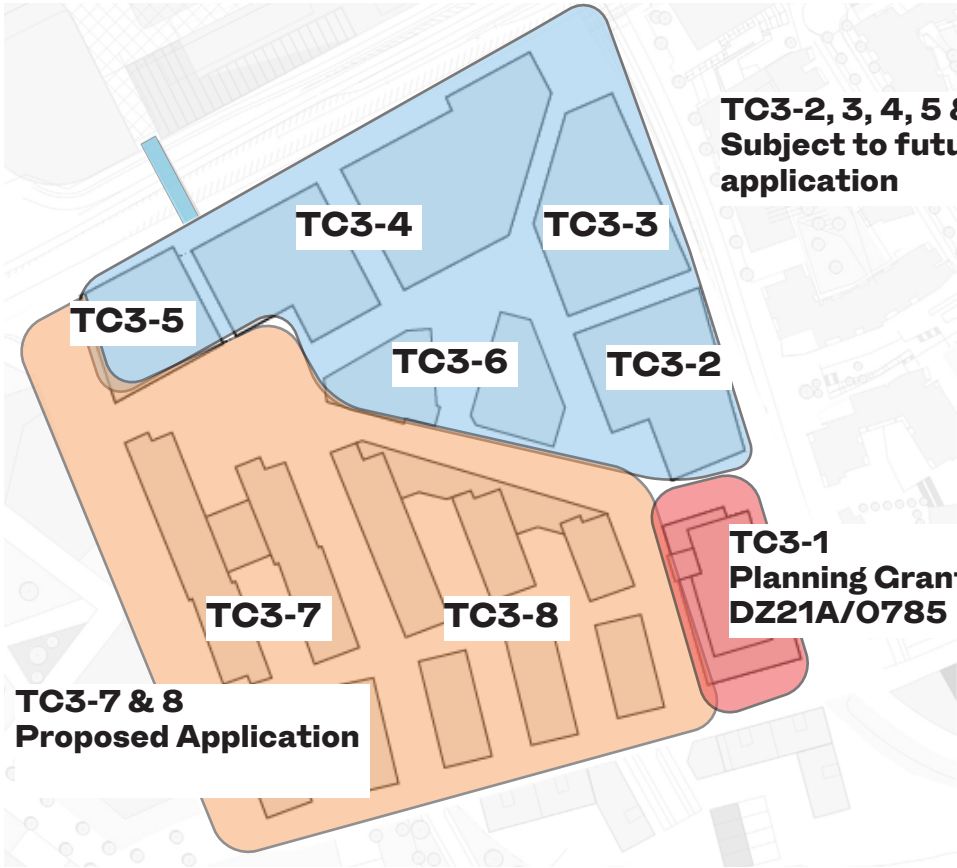
APPLICATION STRATEGY

Naturally, a development of the size of TC3 will require a number of planning applications and will be delivered in a series of construction phases, subject to a variety of factors including marketability.

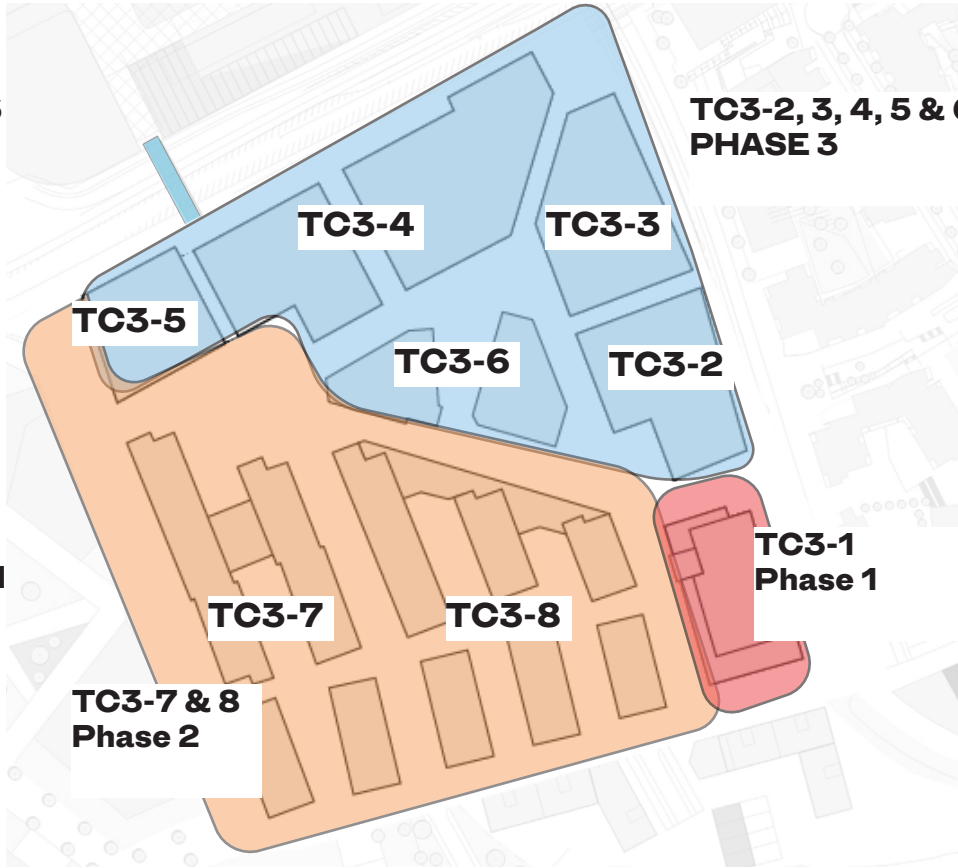
The HIE blocks and associated retail/non-retail areas will be designed in strict compliance with the Planning Scheme of the SDZ Cherrywood. Planning Permission will be applied for to Dun Laoghaire Rathdown County Council.

IMPLEMENTATION STRATEGY

The diagram shows the initial indicative phasing strategy. The phasing will ensure that amenities will be provided in tandem with the development. The exact phasing boundaries will be determined at later design stage on the basis of a further detailed analysis of requirements including but not limited to access, car parking, amenity provision and constructibility.



APPLICATION STRATEGY



INDICATIVE DELIVERY PHASING

Proposed Building Heights Amendment

SUB 8

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

fpadmin@dlrcoco.ie

7th September 2022
Our Ref: JN BC

Dear Sir or Madam

RE: SUBMISSION ON THE BUILDING HEIGHT & DENSITY REVIEW (AMENDMENT NO. 8) – CHERRYWOOD SDZ PLANNING SCHEME

Introduction

On behalf of our client, CWTC Multifamily ICAV (Acting in respect of its sub-funds the CW TC1 Fund, CW TC2 Fund, CW TC4 Fund and the CW Mixed Fund), 70 Sir John Rogerson's Quay, Dublin 2, D02 R296, as a landowner and stakeholder of Cherrywood Lands including TC1, TC2, and TC4, we wish to make a submission in relation to the review on height and density as part of this statutory consultation.

Please note, this submission relates solely to the lands in our control, and there may be separate submissions from other entities in control of lands in the town centre which may impact on the revisions sought, if the revisions are applied in a holistic manner.

Our client has consulted with other Town Centre landowners – RGRE and HCDF – and the 3 landowners are in general agreement that the town centre plots require amendments to the density and building height parameters.

The plots subject of this submission are noted below:

- TC1 – A Plots
- TC2 – Entire block
- TC4 – F1-3 and G1

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The Cherrywood SDZ, due to its location adjacent to high quality public transport, the M50 and major employment hubs, is highly suitable to facilitate significantly greater density and heights than that currently stipulated in the Planning Scheme.

Since the approval of the Planning Scheme, there has been important developments in government policy – the National Planning Framework, The Regional Spatial and Economic Strategy, the Apartment Guidelines and Guidelines on Urban Development and Building Height Guidelines, which call for a more sustainable form of urban development with a more compact urban form.

It is Government policy to promote increased building height in locations with good public transport services, especially in town centre locations such as Cherrywood Town Centre which is a town centre location, exceptionally well served by high quality public transport in the form of Luas light rail and bus services. Therefore, it is essential that the national planning policy initiatives to provide for a more compact urban form and to increase heights and densities are reflected fully in the updated planning scheme, as this is critical to the overall sustainable development of the Cherrywood SDZ.

Increasing density through greater heights in Cherrywood Town Centre will also have the significant benefit of reducing the need for outward sprawl and unsustainable car based employment locations in the suburbs, long distance commuting to the city. Increased density also serves to enhance quality of life for citizens, ensure the viability of retail services, community and social infrastructure, and provide a more sustainable urban form for Dublin in accordance with government policies and Section 28 Guidelines including the specific planning policy requirements.

Specific Planning Policy Requirement 3(b) of the Urban Development and Building Height Guidelines (December 2018) sets out a requirement for Development Agencies to review Planning Schemes that pre dated the Guidelines, to reflect the national objective for compact urban growth through increased density.

The town centre of Cherrywood is well positioned to capitalise on the exceptional existing public transport infrastructure, with the town centre forming a terminus of the Luas Green Line in addition to local bus services. Such locations are specifically targeted for increased densities in national policies and objectives, as set out further in the following sections.

It is noted that the proposed amendments to the Planning Scheme, do not propose additional density or height within the town centre. It is respectfully submitted that this is directly contrary to the aforementioned national, regional and indeed local (Development Plan) planning framework. The Guidelines place clear emphasis on increasing height and density in town centre locations well served by public transport such as Cherrywood town centre.

With respect to infrastructure capacity, any identified capacity should be targeted to facilitate increased densities in the town centre, to ensure the most efficient use of lands and indeed strengthen the viability for the delivery of the town centre.

The assessment of infrastructural capacity and environmental assessment are largely placed on studies a number of years ago, and it is not apparent that further investigations in this respect have been undertaken to inform the review.

The town centre is within Growth Area 1 of the Planning Scheme which is a further basis for the targeting of density at this location, to deliver a critical mass at an early stage in the delivery of the Strategic Development Zone and it's corresponding objectives.

As such, it is respectfully requested, that DLRCC reconsider the town centre as part of the currently proposed amendments and provide for additional height and density.

The additional height and density sought under this submission, would allow for a marginal increase to the height of the blocks completed and underway, and further increases to the yet to be constructed blocks.

The accompanying document prepared by Henry J. Lyons Architects provides an overview and illustration of the proposals and the requested amendments to the Planning Scheme are contained within this document. The proposals would maintain the principles and vision for the Planning Scheme and Urban Form and Development Framework (UFD), particularly at the street level, whilst adding additional density through greater height.

We note the sunlight assessment which accompanies the proposed amendments, which sets out a basis for not increasing the height and density of the town centre. The assessment states:

“It was agreed with DLR/DAPT that the analysis would simply look at full additional floor plates rather than to pre-empt or pre-determine a series of possible site-specific design iterations which may result in a more nuanced design response. This approach has been applied to all of the Town Centre Quadrants and is considered a robust and evidenced based approach.”

It is submitted that such an approach is not appropriate. The Planning Scheme contains sufficient safeguards to ensure a quantitative and qualitative assessment of sunlight and daylight access as part of any planning application including the following:

“GI 5 To require that the layout and orientation of residential areas ensures adequate levels of sunlight and good accessibility to all open space, in accordance with the requirements of Chapter 2.8.”

Additionally, it is proposed to insert Appendix I to the Planning Scheme, as below, which is a further safeguard which would ensure additional height and density is not to the detriment of the public or communal open space areas:

“Appendix I

Guidance with regard to Sunlight and Daylight Assessment of Proposed Developments
Proposals for development should include technical assessments in accordance with BR209 Site Layout Planning for Daylight & Sunlight A Guide to Good Practice Second Edition 2011 and BS 8206-2: 2008 Lighting for Buildings Part 2: Code of Practice for Daylighting. Assessments should include the following:

With regard to neighbouring developments:

- *Shadow Impact/ Sunlight levels on private gardens, balconies, communal and public spaces to the 2hr on the 21st March test.*
- *Impact on habitable windows Skylight – Vertical Sky Component (VSC) test.*
- *Impact on living room windows Sunlight – Annual and Winter Probable Sunlight Hours (APSH & WPSH) tests.*

With regard to the proposed development itself:

- *Sunlight levels on private gardens, balconies, communal and public spaces to the 2hr on the 21st March test.*

- *Light distribution within habitable rooms - Average Daylight Factor (ADF) levels with particular regard to units at the ground and lower floor levels and at corner locations.*
- *Sunlight availability for living room windows – Annual and Winter Annual Probable Sunlight Hours (APSH & WPSH) tests.”*

The approach in the DLRCC Assessment taken does not allow for modulation of height and massing to ensure a sufficient level of sunlight and daylight is achieved, which would be undertaken as part of the design of any scheme. Further, the assessment does not take into account that roof terraces may be proposed as part of any scheme to supplement areas of communal open space which do not achieve adequate levels of sunlight.

In summary, a blunt assessment has been undertaken which forms a large portion of the justification in the material amendments documentation to justify the non provision of additional height and density in the town centre, the area where it is submitted, is the most appropriate.

An assessment of the potential amenity space is undertaken in the accompanying Daylight and Sunlight Assessment undertaken by BPC Engineers which notes:

“All shared amenity areas will receive at least two hours of sunlight on March 21 st to at least 50% of the required amenity area. Therefore, the shared amenity areas exceed the BRE recommendations and there is no significant negative effect due to the additional height provided in select suitable locations.”

The further sections of this report set out the wider planning policy context which provide a justification for additional height and density in the town centre, with the requested amendments set out.

The requested amendments are permissible as material alterations under legislation, as the current proposed amendments are being undertaken under Section 169 of the Planning and Development Act 2000 (as amended) i.e. as if a new Planning Scheme were being made.

Project Ireland 2040: National Planning Framework

The National Planning Framework has a number of directly relevant national policy objectives that articulate delivering on a compact urban growth programme. These include the following as referenced in the Urban Development and Building Height Guidelines 2018:

- National Policy Objective (NPO) 2(a) relating to growth in our cities;
- NPO 3(a)/(b)/(c) relating to brownfield redevelopment targets;
- NPO 4 relating to attractive, well designed livable neighbourhoods;
- NPO 5 relating to sufficient scale and quality of urban development; and
- NPO 6 relating to increased residential population and employment in urban areas.
-

In particular, NPO 13 states that:

“In urban areas, planning and related standards, including particular building height and car parking will be based on performance criteria that seek to achieve well designed high quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected”.

It is therefore considered that in order to comply with the objectives of the NPF that increased building heights in the town centre should be provided in appropriate locations

subject to meeting the assessment criteria for increased heights as set out in the *Urban Development and Building Height Guidelines 2018*.

Urban Development and Building Height Guidelines 2018

The Urban Development and Building Height Guidelines set out national planning policy guidelines on building heights in relation to urban areas, as defined by the census, building on the strategic policy framework set out in *Project Ireland 2040: the National Planning Framework*.

The Guidelines recognise the importance of increasing building height and compact urban development in existing urban areas and promote increased densities and heights. In particular, Section 1.4 of the guidelines states that generic height limits can undermine wider national policy objectives:

“However, in recent years, local authorities, through the statutory development and local area plan process, have begun to set generic maximum height limits across their functional area. Frequently, such limits have resulted from local level concerns, like maintaining the character of an existing built up area, for example. However, such limits, if inflexibly or unreasonably applied can undermine wider national policy objectives to provide for more compact forms of urban development as outlined in the National Planning Framework and instead continue an unsustainable pattern of development whereby many of our cities and towns continue to grow outwards rather than consolidating and strengthening the existing built up area. Such blanket limitations can also hinder innovation in urban design and architecture leading to poor planning outcomes”.

It is important that the review of the Planning Scheme height and density provides the appropriate height and density within Cherrywood Town Centre and it is acknowledged that the legislation requires that Planning Schemes set a maximum height. This however may be achieved whilst providing flexibility in the urban form, to allow modulation of massing to ensure amenities are delivered to a high standard.

Section 1.20 and 1.21 of the Guidelines also acknowledge the importance of increased height and densities, stating:

“A key objective of the NPF is therefore to see that greatly increased levels of residential development in our urban areas and significant increases in the building heights and overall density of development is not only facilitated but actively sought out and brought forward by our planning process and particularly so at local authority and An Bord Pleanála levels.

Increasing prevailing building heights therefore has a critical role to play in addressing the delivery of more compact growth in our urban area, particularly our cities and large towns through enhancing both the scale and density of development and our planning process must actively address how this objective will be secured”.

It is therefore considered that it is the intention of the Guidelines as a whole to promote increased building heights and densities in particular to strategic appropriate urban locations such as Cherrywood Town Centre, well served by public transport.

The Guidelines also note that in assessing applications for increased heights the Planning Authority or the Board shall be a presumption in favor of buildings of increased height in urban locations with good public transport accessibility. Section 3.1 of the Guidelines states:

“In relation to the assessment of individual planning applications and appeals, it is Government policy that building heights must be generally increased in appropriate urban

locations. There is therefore a presumption in favour of buildings of increased height in our town / city cores and in other urban locations with good public transport accessibility”.

As such in applying the content of the guidelines, it is wholly appropriate to apply the basis of significantly increased height in SDZ areas which have been designated of strategic national importance and therefore should be key areas for the delivery of this type of development and in particular the Cherrywood SDZ.

Specific Planning Policy Requirement 1 states:

“In accordance with Government policy to support increased building height and density in locations with good public transport accessibility, particularly town/ city cores, planning authorities shall explicitly identify, through their statutory plans, areas where increased building height will be actively pursued for both redevelopment, regeneration and infill development to secure the objectives of the National Planning Framework and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitations on building height”

SPPR 1 therefore places an onus on local authorities to actively pursue additional height and density in town centres with good transport accessibility.

SPP 2 states:

“In driving general increases in building heights, planning authorities shall also ensure appropriate mixtures of uses, such as housing and commercial or employment development, are provided for in statutory plan policy. Mechanisms such as block delivery sequencing in statutory plans² could be utilised to link the provision of new office, commercial, appropriate retail provision and residential accommodation, thereby enabling urban redevelopment to proceed in a way that comprehensively meets contemporary economic and social needs, such as for housing, offices, social and community infrastructure, including leisure facilities.”

The Cherrywood Planning Scheme provides such a framework for the delivery of a mix of uses in a phased manner and has the potential therefore to facilitate increased heights and densities in accordance with SPPR2.

The Guidelines set out a number of criteria for the assessment of increased building heights, at the scale of the relevant city / town, at the scale of district / neighbourhood / street and at the scale of site/ building. Subject to meeting with the relevant criteria the guidelines state that the planning authority shall apply SPPR3 under Section 28 of the Planning and Development Act.

SPPR 3 of the Urban Development and Building Heights Guidelines 2018 requires that a review be undertaken of Planning Schemes in place prior to the adoption of the Guidelines, as is currently being undertaken by DLRCC for the Cherrywood SDZ Planning Scheme:

“SPPR 3 It is a specific planning policy requirement that where;

1. an applicant for planning permission sets out how a development proposal complies with the criteria above; and

2. the assessment of the planning authority concurs, taking account of the wider strategic and national policy parameters set out in the National Planning Framework and these guidelines; then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.

(B) In the case of an adopted planning scheme the Development Agency in conjunction with the relevant planning authority (where different) shall, upon the coming into force of these guidelines, undertake a review of the planning scheme, utilising the relevant mechanisms as set out in the Planning and Development Act 2000 (as amended) to ensure that the criteria above are fully reflected in the planning scheme. In particular the Government policy that building heights be generally increased in appropriate urban locations shall be articulated in any amendment(s) to the planning scheme

(C) In respect of planning schemes approved after the coming into force of these guidelines these are not required to be reviewed.” [our emphasis]

It is noted that the requirements of SPPR3 (B) is to ensure that the Planning Scheme is reviewed and so that the criteria in the Guidelines are ‘fully reflected’ in the Planning Scheme, through amendment to the Planning Scheme. It is submitted that to ensure that these mandatory Specific Planning Policy Requirements require the Development Agency to revise the height and density standards for Cherrywood town centre to bring the Planning Scheme in line with national policy on urban development.

Housing for All - a New Housing Plan for Ireland (2021)

Housing for All - a New Housing Plan for Ireland (Housing for All) is the government’s housing plan to 2030. Launched in September 2021, it is a multi-annual, multi-billion euro plan which will improve Ireland’s housing system and deliver more homes of all types for people with different housing needs. The government’s overall objective is that every citizen in the State should have access to good quality homes:

- to purchase or rent at an affordable price;
- built to a high standard and in the right place;
- offering a high quality of life.

The government’s vision for the housing system over the longer term is to achieve a steady supply of housing in the right locations with economic, social and environmental sustainability built into the system. It is estimated that Ireland will need an average of 33,000 new homes to be provided each year from 2021 to 2030.

The policy has four pathways to achieving housing for all:

- supporting home ownership and increasing affordability;
- eradicating homelessness, increasing social housing delivery and supporting social inclusion;
- increasing new housing supply;
- addressing vacancy and efficient use of existing stock.

The revisions to the Planning Scheme should be considered in light of this strategy, to increase housing supply on lands within the M50 on a public transport corridor and ensure Cherrywood is not a lost opportunity to achieve sustainable height and density. Given the advancing nature of the town centre, it is imperative that further consideration to the height and density of the town centre is given under the current proposed amendment.

The proposed uplift in residential density will contribute to the quantum of new of social housing units available to the Council through the Part V agreement which is consistent with the objectives of Housing for All.

Sustainable Urban Housing: Design Standards for New Apartments; Guidelines for Planning Authorities 2020;

Density

A key inclusion in the guidelines is the acknowledgement of the importance of strategic sites in existing urban areas in close proximity to existing public transport facilities. The guidelines identify locations in cities and town that may be suitable for apartment development as follows:

- Central and/or Accessible Urban Locations
- Intermediate Urban Locations
- Peripheral and/ or Less Accessible Urban Locations

The subject site is located within a Central and/or Accessible Urban Location. The Apartment Guidelines note that these locations are generally suitable for large scale apartment development and higher density developments. These locations are categorised as including the following:

- Sites within walking distances (i.e. up to 15 minutes or 1,000-1500m), of principle city centres or significant employment locations, that may include hospitals and third level institutions;
- Sites within reasonable walking distance (i.e. up to 15 minutes or 1,000-1,500m) to/from high capacity urban public transport stops (such as DART or Luas); and
- Sites within easy walking distance (i.e. up to 5 minutes or 400-500m) of reasonably frequent (min 10 minute peak hour frequency) urban bus services.

Cherrywood town centre is located in close proximity to a Luas stop (Bride's Glen) and it is also serviced along Cherrywood Avenue by Dublin Bus route 7, 84/a and 111. Furthermore, the site is located within a c. 10 min walk to a Dublin Bus transport corridor on the N11 with a reasonably frequent service c. 2-3 minutes at peak hour.

The Guidelines also note that the scale and extent of the development should increase where the site is strategically located near quality public transport hubs, service and urban amenities.

"The scale and extent of apartment development should increase in the relation to proximity to core urban centres and other relevant factors. Existing public transport nodes or locations where high frequency public transport can be provided, that are close to locations of employment and a range of urban amenities including parks/waterfronts, shopping and other services also particularly suited to apartments."

The town centre is the appropriate location for increased densities in accordance with the objectives of the apartment guidelines; however, no such increase is proposed.

The Apartment Design Guidelines acknowledge the need to significantly increase housing supply in order to meet housing demand. For this reason, increased housing supply must include a dramatic increase in the provision of apartment development. The scale and extent of apartment development should increase in relation to proximity to core urban centres and other relevant factors. This consideration is reflected in the NPF, of relevance include objectives 27, 33 and 35 of the NPF which prioritise the provision of new homes at locations that can support sustainable development encouraging increased densities in settlements where appropriate. Prime locations include existing public transport nodes or locations

where high frequency public transport can be provided, that are close to locations of employment and a range of urban amenities.

Car Parking

The Guidelines also note that in Central and/or Accessible Urban Locations planning authorities must consider a reduced overall car parking standard.

“In more central locations that are well served by public transport, the default policy is for car parking to be minimised, substantially reduced or wholly eliminated in certain circumstances.”

On this basis, it is sought to reduce the car parking ratio for the town centre.

Summary of Requested Amendments

The requested amendments are set out in further detail in the HJL document, and are summarized below:

- TC1 –
 - Increase baseline heights by 1 floor to 2-6 storeys
 - Retain upward modifier of 1-3 storeys allowing 9 storeys to Plot A1
- TC2 –
 - Increase baseline heights by 1 floor to 2-6 storeys
 - Provide for landmark/gateway modifier in south eastern corner of TC2 with + 1 to 16 storeys over the baseline maximum (22 storeys max – 22 storeys proposed)
 - Increase maximum plot ratio from 2.3 to 3.0
- TC4 –
 - Increase baseline heights by 1 floor to 2-6 storeys
 - Retain upward modifier of 1-3 storeys allowing 9 storeys to Plot F1
 - Provide for landmark/gateway modifier in south western corner of TC4 with + 1 to 16 storeys over the baseline maximum (22 storeys max - 17 storeys proposed)
 - Increase maximum plot ratio from 2.2 to 2.8

Revised Planning Scheme tables are included further in this document.

Comparative Analysis

The proposal sought are in line with permitted development in comparable locations, since the publication of the National Planning Framework and Urban Development and Building Height Guidelines. Indeed, Central Park in Sandyford

Address	Development Description	Max No. Storeys	Plot Ratio
Former Aldi site, Carmanhall Road, Sandyford, Dublin 18 ABP Ref.: 305940	Permission granted for 564 no. units within DLR with a density of 365.6 units per hectare. The site is located opposite a Luas stop.	17	3.19
Golf Lane, Carrickmines, Dublin 18 ABP Ref. 309026	Permission granted for 482 no. apartments within DLR with a residential density of 268 units per hectare.	22	1.65

Rockbrook, Carmanhall Road, Sandyford Business District, Sandyford, Dublin 18. ABP Ref.: 304405-19	Permission granted for 428 no. apartments within the DLRCC area resulting in a residential density of 255 units per hectare	14	2.0
The former Aldi site, Carmanhall Road, Sandyford Business District, Dublin 18. ABP Ref.: 301428-18	Residential development of 460 no. apartments in six 5 to 14 storey blocks, ancillary on-site facilities, basement car parking and bicycle parking, 2 new vehicular accesses and all associated site works. The Inspector's Report notes that the density proposed equates to 295 units per hectare.	14	2.93
The Stillorgan Leisureplex site, Stillorgan, Co. Dublin ABP Ref. 305176-19	Residential development of 232 no. apartments with heights ranging generally from 6-8 storeys with associated on-site facilities, basement car parking and bicycle parking, 2 new vehicular accesses and all associated site works. The density proposed was 294 units per hectare.	8	3.8
Building 5, Dundrum Town Centre, Sandyford Road, Dublin 16 ABP Ref.: 305261	Permission granted for 107 no. apartments with a residential density of 249 units per hectare. Located within a major town centre.	9	2.3

UFDF

Should the Development Agency consider that an updated UFDF is required, this should be undertaken and our client will assist in this respect, similar to the preparation of the original UFDF.

As set out however, the proposal subject of this submission would maintain the provisions of the UFDF with the exception of height, density and car parking, and wording may be inserted into the Planning Scheme to state that the UFDF provisions remain, with the exception of the additional height and density and each application will be assessed on their merits.

Requested Amendments to Planning Scheme as Part of the Material Alterations

The amendments sought to the town centre, as they relate to this submission are set out below. As previously noted, separate submissions on the town centre may impact on the increases to floor area, plot ratio and heights sought below when taken holistically.

Table 2.11: Building Height Ranges					
Primary Development Land Use	Min No. Floors	Max No. Floors	Max Height* of storeys in Metres	Additional Upward Modifier (See Map 2.3 for Location)	Landmark/Gateway Modifier (See Map 2.3 for Location)
Town Centre	2	5 -6	24 -25	1-3 Storeys	Additional 1-16 storeys (up to 22 total)
Village Centres	3	5	18	1-2 Storeys	
High Intensity Employment Lands	3	5	20	None	
Other Commercial Use Lands	2	4	16.5	None	
Res 1	-	3	10	None	
Res 2	2	5	16	None	
Res 3	2	5	16	None	
Res 4	3	5	17	None	
Education	-	3	13	None	

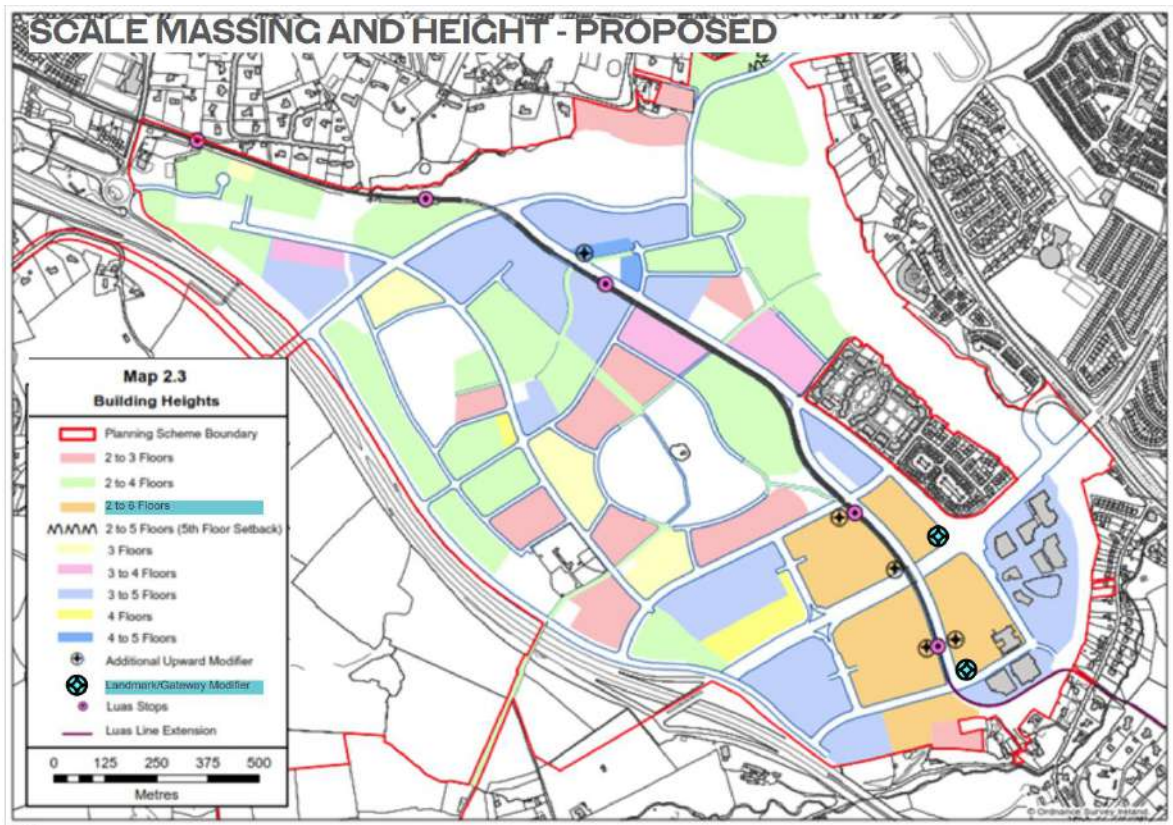


Table 6.2.2: Breakdown of Development Quantum for Sites TC1, TC2, TC3 and TC4
Cherrywood Town Centre

TC1 SITE AREA SQM				
Use	Min Area Sq.m	Min No. Apartments Circa	Max Area Sq.m	Max No. Apartments Circa
Retail Gross	26,750		32,000	
High Intensity Employment	8,000		10,000	
Residential	24,000	255	32,400 33,900	346 357
Non Retail	17,000		21,000	
Community	1,100		1,500	
Total	76,750	255	96,900 98,400	346 357
Plot Ratio	1.8		2.3	
TC2 SITE AREA SQM				
Use	Min Area Sq.m	Min No. Apartments Circa	Max Area Sq.m	Max No. Apartments Circa
Retail Gross	2,150		2,800	
High Intensity Employment	0		0	
Residential	28,200	300	36,000 51,000	384 534
Non Retail	7,000		9,000	
Community	0		0	
Total	37,350	300	47,800 62,800	384 534
Plot Ratio	1.8		2.3 3.0	
TC4 SITE AREA SQM				
Use	Min Area Sq.m	Min No. Apartments Circa	Max Area Sq.m	Max No. Apartments Circa
Retail Gross	2,494		3,009	
High Intensity Employment	12,753		17,453	
High Intensity Employment Constructed as of February 2012	7,247		7,247	
Residential	40,800	434	48,000 70,000	512 696
Non Retail	15,500		20,000	
Community	0		0	
Total	78,794	434	95,709 117,709	512 696
Plot Ratio	1.8		2.2 2.8	

Table 4.4 Minimum Residential car parking standards	
Town Centre	0.9 0.7 space per unit
Village Centres	0.9 space per unit
Res 1, 2, 3 and 4	0.9 space per 1 bed unit 1.2 spaces per 2 bed unit/house 1.4 spaces per 3 bed unit 2.0 spaces per 3 or more bed house
All Residential Units/Houses	Minimum 0.01 Car Share space per unit

The reduced provision for studio units should remain as below:

“A lower standard may be considered for studio apartments in the range of 50-70% of the rate applied to a 1 bed unit/apartment, where provision is made for car sharing facilities and operators under a strong central management regime for the development.”

Conclusions

It is respectfully requested that this submission is taken into consideration and material alterations to the Planning scheme are brought forward in line with this submission.

The Planning Scheme was adopted in 2014 and is at odds with subsequent national planning direction to deliver additional height and density along public transport corridors. There is an onus on the Development Agency to revise the Planning Scheme in line with the Urban Development and Building Height Guidelines under Specific Planning Policy Requirement 3B which came into effect in December 2019, nearly four years ago.

Large portions of the town centre have been developed and combined with the undeveloped elements have significant capacity to capitalise on the existing and planned infrastructure.

The town centre is the first phase of the Planning Scheme (Growth Area 1) and as such should be targeted for additional height and density under the current review to facilitate the delivery of a vibrant and viable town centre, which will be the centre of the entire new town.

Yours sincerely,



John Spain Associates

Enclosed:
BPC Engineers Report on Sunlight and Daylight
HJL Report on proposed amendments

Cherrywood TC 1, 2 & 4 – Additional Height

Review of Daylight & Sunlight Assessment

Project Ref: 20252

Client: Hines

Date: 05/09/2022

Report by:

Building Performance Consulting Engineers



BUILDING PERFORMANCE CONSULTING

Rev	Description	Date:	Written By	Approved By:
P1-01	Technical review of Permitted vs Proposed development	05/09/2022	Eoin Sullivan	J. Gleeson CEng MIEI, CMVP (AEE)

1 Executive Summary

We have reviewed the previous sunlight and daylight analysis complete for the previously permitted development at Cherrywood TC 1, 2 & 4 (i.e. planning reference DZ17A/0862, as amended by DZ19A/0148, DZ19A/0458, DZ19A/1024 and DZ20A/0002) in conjunction with the proposed design which includes for additional height in select locations.

The analysis and assessments in this report have been carried out in line with the recommendations of BRE's "Site Layout Planning for daylight and sunlight, a Guide to good practice" (PJ Littlefair), 2022 and BS EN 17037. The aforementioned BRE guide is also known as BRE Guide BR 209 and may be referenced as such or simply as the "BRE Guide" hereafter in this document.

We have reviewed the sunlight performance of the shared amenity areas for the permitted and proposed schemes to ensure the locations for additional height do not have a negative effect on the proposed building or existing neighbouring dwellings.

Good site layout planning for daylight and sunlight should not limit itself to providing natural lighting inside buildings. Sunlight in shared amenity spaces has an important impact on the overall appearance and ambience of a development.

"It is recommended that for it to appear adequately sunlit throughout the year, at least half of a garden or amenity area should receive at least two hours of sunlight on 21 March. If as a result of new development an existing garden or amenity area does not meet the above, and the area which can receive two hours of sun on 21 March is less than 0.8 times its former value, then the loss of sunlight is likely to be noticeable." (BRE Building Technology Group, 2022)

The tables below summarise the sunlight performance of the shared amenity in the Previously permitted and Proposed schemes.

Amenity Space	Previously Proposed Shared Amenity Space Area Required (m ²)	Previously Proposed Amenity Area provided (m ²)	50% of area required for BRE Sunlight recommendation (m ²)	Previously Proposed Amenity Area (m ²) receiving > 2hrs Sunlight on 21st March	Previously Proposed Amenity Area (%) receiving > 2hrs Sunlight on 21st March	Comment
TC1 - A3	405	732	203	452	112%	Includes roof terrace
TC1 - A1 and A2 amenity (plus shared areas)	1737	2236	869	1225	71%	Includes roof terrace on A2
TC2 - Block C1 and C2 (plus shared areas)	2517	4596	1259	1362	54%	
TC4 - F1	1501	1769	751	1470	98%	
TC4 - F2	1400	1769	700	1333	95%	
TC4 - F3	546	1555	273	524	96%	

Figure 1: Sunlight to the shared amenity of the Previously Permitted scheme

Amenity Space	Shared Amenity Space Area Required (m ²)	Actual Proposed Amenity Area to be provided (m ²)	50% of area required for BRE Sunlight recommendation (m ²)	Current Proposed Amenity Area (m ²) receiving > 2hrs Sunlight on 21st March	Current Proposed Amenity Area (%) receiving > 2hrs Sunlight on 21st March	Comment
TC1 - A3	405	732	203	452	112%	Includes original roof terrace
TC1 - A1 and A2 amenity (plus shared areas)	1808	2800	904	974	54%	Includes 1 additional roof terrace on A1 to original roof terrace on A2
TC2 - Block C1 and C2 (plus shared areas)	2653	5114	1327	1591	60%	Includes 2 additional roof terraces i.e. 1 on C1 and 1 on C2
TC4 - F1	1723	2032	862	854	50%	Includes 2 additional roof terraces i.e. Level 4 and 7
TC4 - F2	1465	1854	733	1450	99%	Includes 1 additional roof terrace
TC4 - F3	622	1605	311	339	55%	Includes 1 additional roof terrace

Figure 2: Sunlight to the shared amenity of the Proposed scheme

It is proposed to have additional height on the D2 block and G1 block. These taller blocks will exceed the BRE sunlight recommendations to a shared amenity similarly to those outlined in Figure 2.

The proposed area of shared amenity provided exceeds the minimum required. All shared amenity areas will receive at least two hours of sunlight on March 21st to at least 50% of the required amenity area. Therefore, the shared amenity areas exceed the BRE recommendations and there is no significant negative effect due to the additional height provided in select suitable locations.

We will include analysis of any loss of sunlight to an existing building over the year via the annual probable sunlight hours (APSH) metric. *“Here ‘probable sunlight hours’ means the total number of hours in the year that the sun is expected to shine on unobstructed ground, allowing for average levels of cloudiness for the location in question (based on sunshine probability data). The sunlight reaching a window is quantified as a percentage of this unobstructed annual total.”* (BRE Building Technology Group, 2022)

Sunlight to an existing dwelling may be adversely affected if the centre of a main living room window (which faces within 90° of due south):

- receives less than 25% of annual probable sunlight hours (APSH) and less than 0.80 times its former annual value;
- or less than 5% of annual probable sunlight hours between 21 September and 21 March (often referred to as winter probable sunlight hours - WPSH) and less than 0.80 times its former value during that period;
- and also has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.

We do not anticipate a significant negative effect on APSH given the performance of the shared amenity area and previously submitted shadow analysis.

Any reduction in the total amount of skylight for the existing properties at Valley Drive will be calculated by finding the VSC at the centre of each main window. The Vertical Sky Component (VSC) is the ratio of the direct sky illuminance at the vertical reference point, to the simultaneous illuminance on an unobstructed horizontal plane. Reflected light is not included.

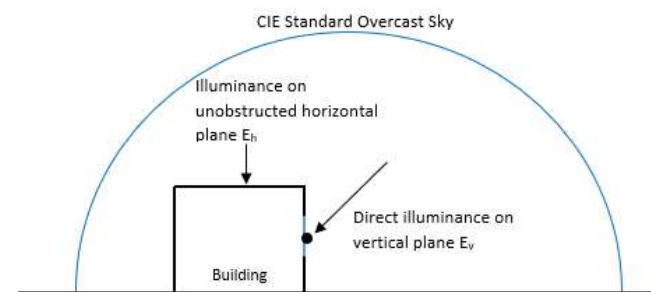


Figure 3: Vertical Sky Component

In the case of a floor-to-ceiling window such as a patio door, a point 1.6 m above ground (or balcony level for an upper storey) on the centre line of the window is used. The reference point is in the external plane of the window wall. Windows to bathrooms, toilets, storerooms, circulation areas and garages are not analysed.

Note that because the CIE standard overcast sky model is used, VSC is independent of orientation and location. (It is a skylight metric.)

The diffuse daylighting of any existing building may be adversely affected if:

“the VSC measured at the centre of an existing main window [or 1.6m above bottom of glazed door] is less than 27%, and less than 0.8 times its former value.” (BRE Building Technology Group, 2022)

The proposed development additional height will be set back from the façade such that it will have a negligible adverse impact on daylight to the existing adjoining properties.

Overall, the development has been designed with due consideration for sunlight and daylight as set out in the BRE Guide – BR 209 “Site Layout Planning for Daylight and Sunlight, A guide to good practice (Paul Littlefair, 2022 Third Edition).”



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BUILDING PERFORMANCE CONSULTING

Henry J Lyons

September 2022

CHERRYWOOD TOWN CENTRE

TC1, TC2, TC4



BLOCK LAYOUT

The Town Centre masterplan features a network of connections which respond to desire lines and patterns of movement between buildings, transport facilities, parks, residential areas, communities, shops and workplaces. .

The proposal does not differ from the previously permitted masterplan scheme. The resultant urban grain and the degree of permeability of the Town Centre offers multiple opportunities for permeability and access while moving across the site.



Permitted Masterplan Layout & Landscape Proposal (source: Cross Max)

SCALE MASSING AND HEIGHT - PERMITTED

The UFDF has refined and clarified the application to the general building height principle, defining their purpose in urban design terms and the benefits required.

The Upward Modifier locations are employed to further diversify the Town Centre profile and achieve specific urban design objectives all as set out in the UFDF.

This study allowed the design team to investigate a strategy to further develop the UFDF to provide additional accommodation by increasing the building heights of the residential plots and with the inclusion of new significant landmark buildings.

Three interventions have been identified. The first is to increase height on blocks currently moving to construction – A1, C1, C2, F1, F2 and F3.



Height & Massing (Source: UFDF)

SCALE MASSING AND HEIGHT - PROPOSED

The UFDF has refined and clarified the application to the general building height principle, defining their purpose in urban design terms and the benefits required.

The Upward Modifier locations are employed to further diversify the Town Centre profile and achieve specific urban design objectives all as set out in the UFDF.

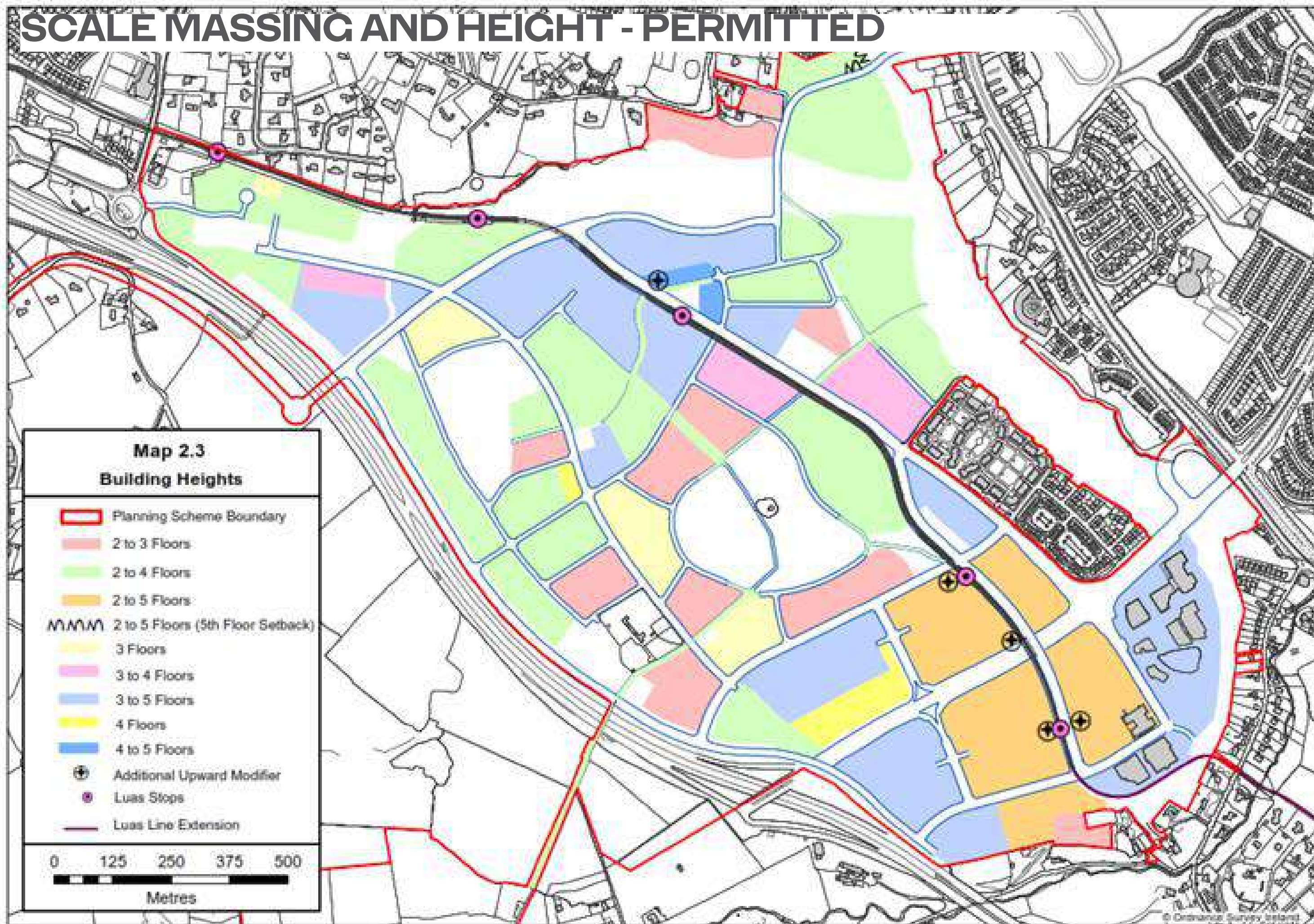
This study allowed the design team to investigate a strategy to further develop the UFDF to provide additional accommodation by increasing the building heights of the residential plots and with the inclusion of new significant landmark buildings.

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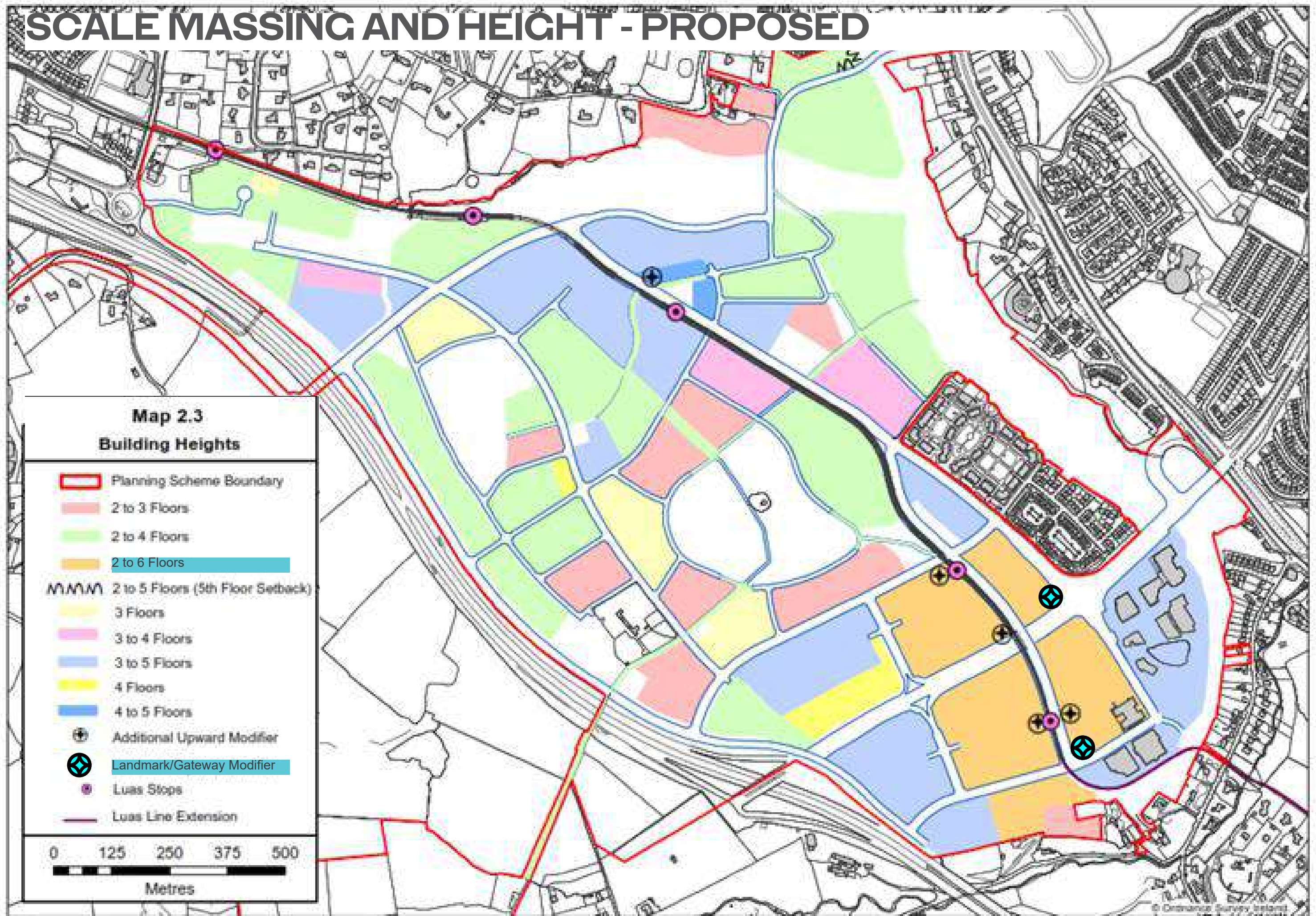


Height & Massing (Source: UFDF)

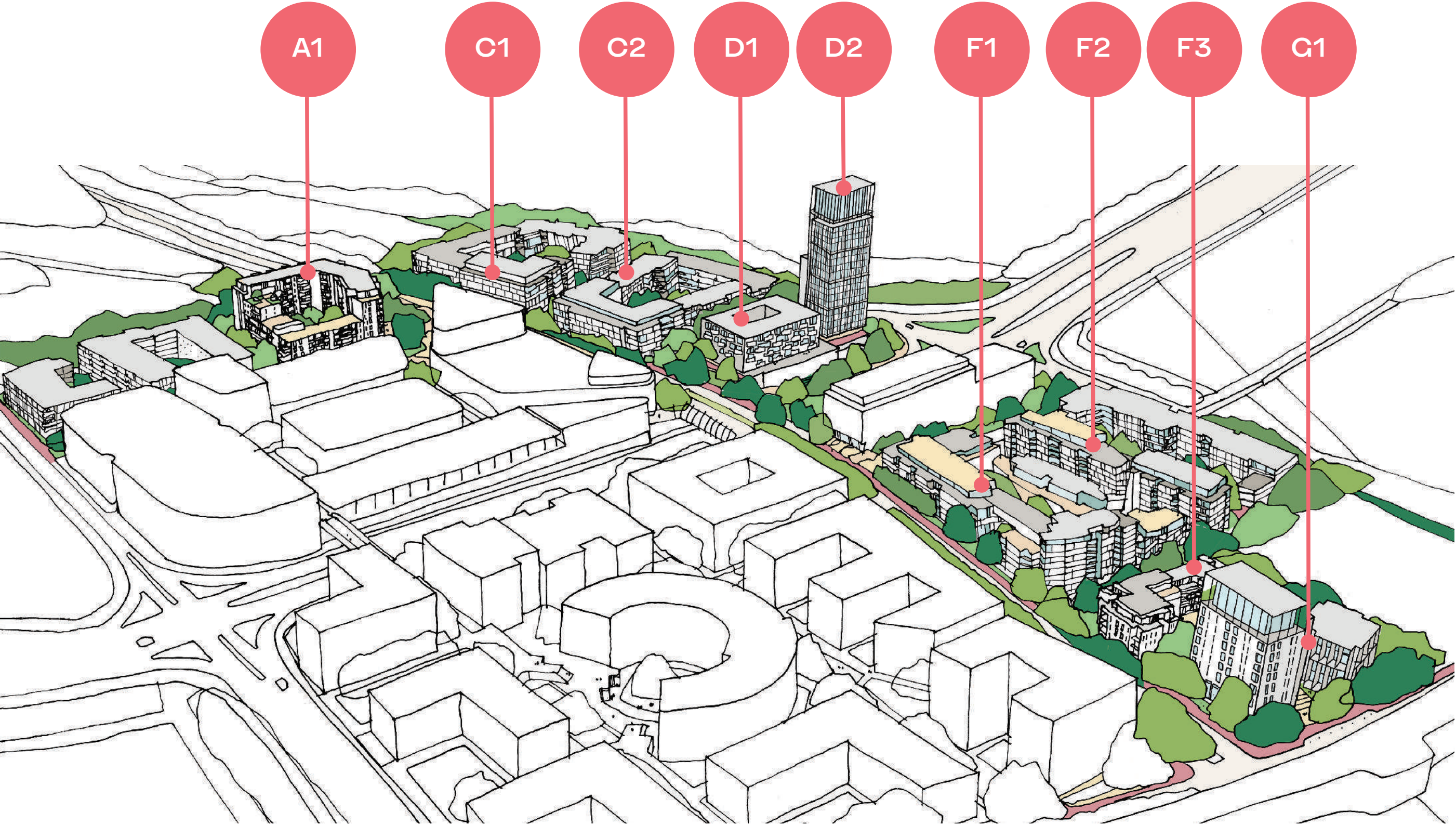
SCALE MASSING AND HEIGHT - PERMITTED



SCALE MASSING AND HEIGHT - PROPOSED



MASTERPLAN STRATEGY



Massing Study - View along Grand Parade

● Projects covered in this document

MASTERPLAN STRATEGY

Increased housing densities within a significant strategic town centre.

Adjacencies to high capacity public transport, road, cycle and pedestrian infrastructure and local intensive employment development

Increased heights to enhance the design strategy for the Town Centre.

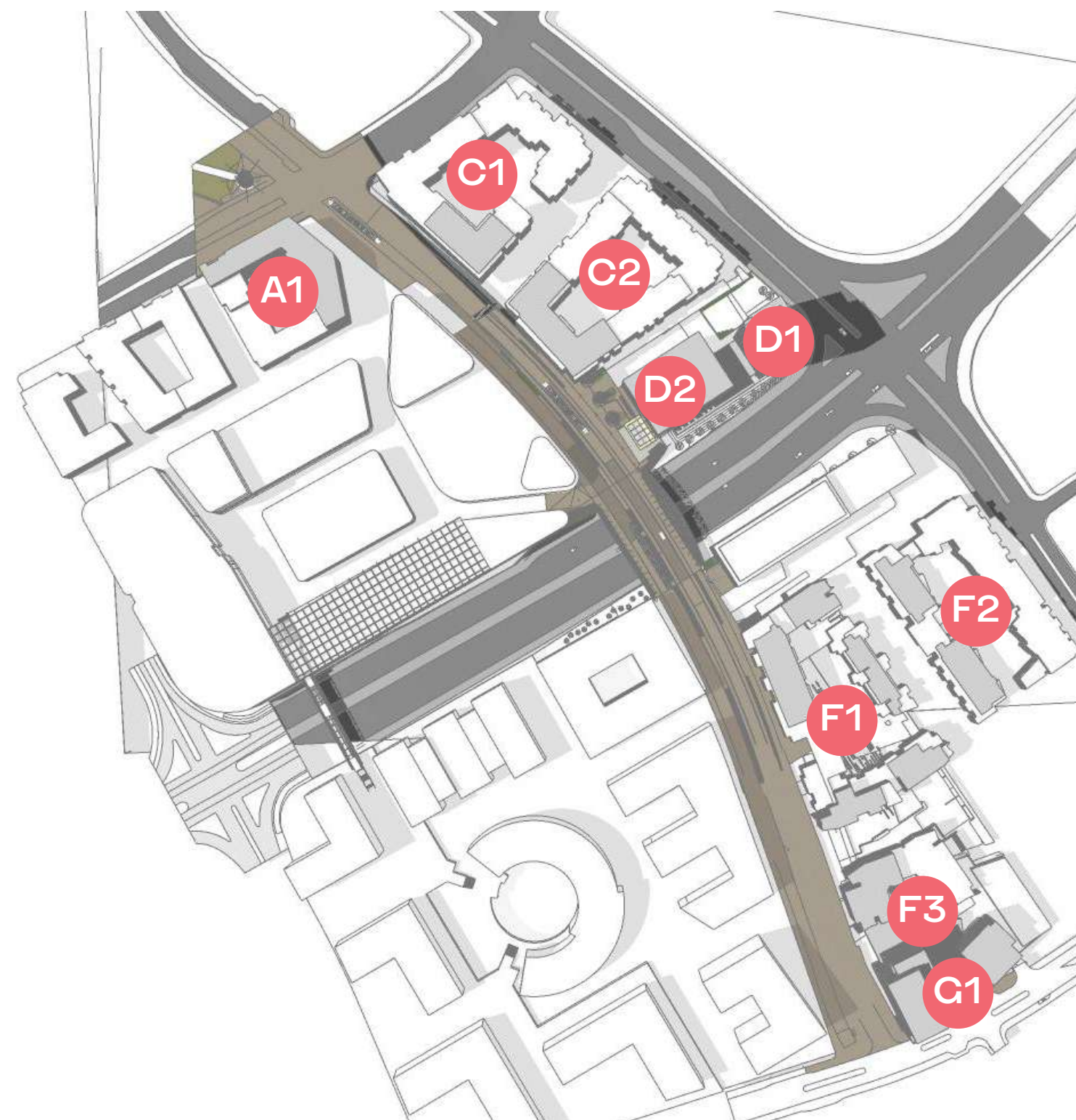
Landmarks signifying the Northern Gateway to Cherrywood Town Centre at Cherrywood Square and the Public Space at Brides Glen.

Additional accommodation along Grand Parade set back from the building perimeter.

Lightweight architectural language provide caps to the the existing brick structure, creating a clean bright and delicate finish to the scheme.

Materials selected to enhance this aesthetic by contrasting with the materials below.

Projecting roof pergola and canopies demarcate areas of the communal roof gardens and provide shelter to private open spaces.



Masterplan diagram

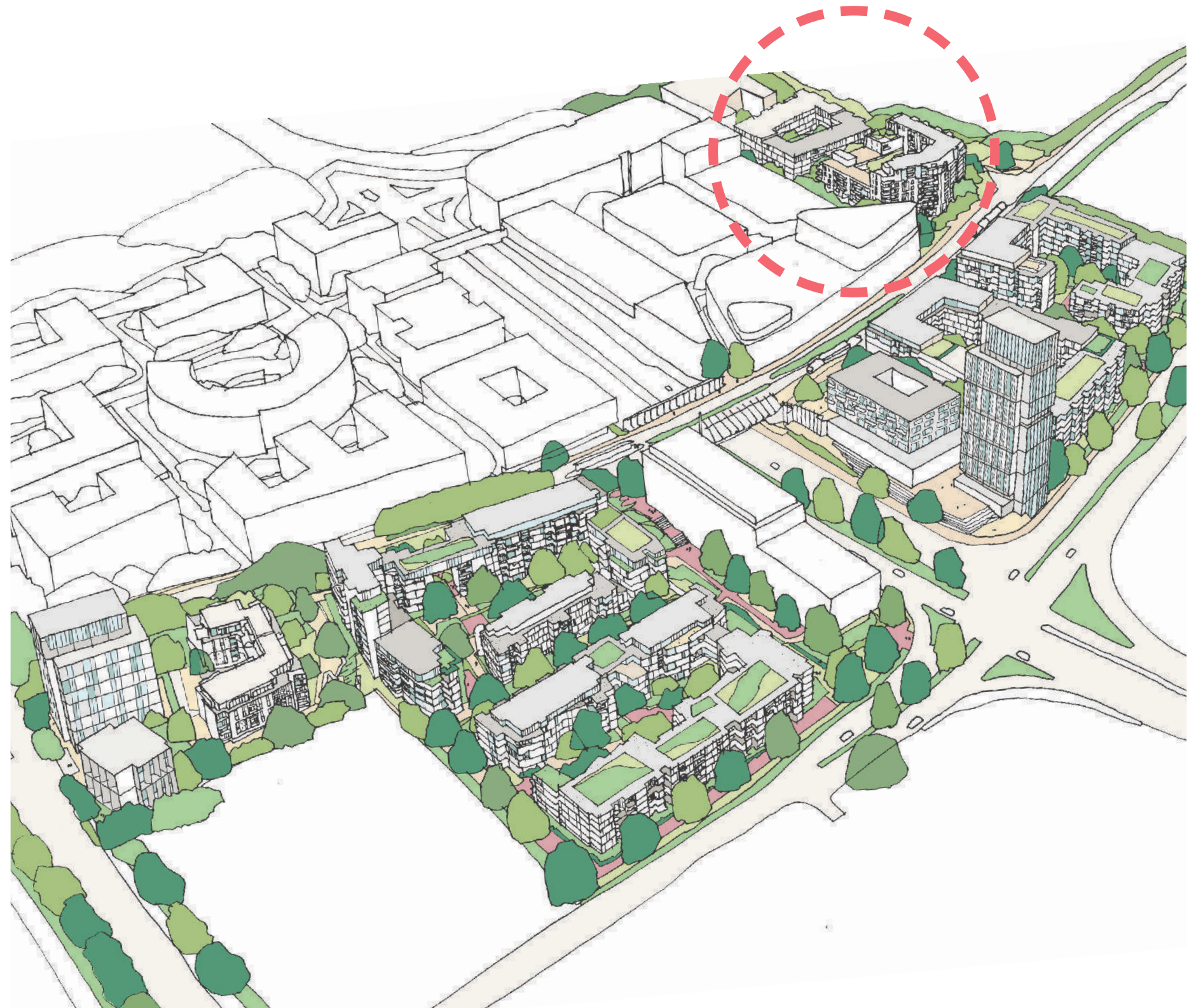
● Projects covered to in this document

DESIGN PROPOSAL

TC1 - A1

Within TC1, Block A1 could be increased in height without significant impact on the design strategy for the Town Centre. The upward modifier is reconfigured with one additional storey to facilitate additional accommodation and marks the Northern Gateway to Cherrywood Town Centre at Cherrywood Square.

The proposed modification would provide a superior architectural finish to the prominent building. This modification and addition enhances the appearance and architectural aesthetic of the previously permitted structure. Thereby further enhancing this corner overlooking the park.



PLOT RATIO
existing /proposed



**ADDITIONAL
RESI GFA**



**ADDITIONAL
STOREYS**



**ADDITIONAL
POTENTIAL
UNITS**

Cherrywood Aerial Plan

DESIGN PROPOSAL

TC1 - A1



References

DESIGN PROPOSAL

TC1 - A1



DESIGN PROPOSAL

TC2 - C1/C2

The C1 and C2 blocks within TC2 can accommodate additional units along Grand Parade where the boulevard design facilitates an increase in the building heights.

The additional units are set back from the building perimeter facing on to Grand Parade, a lightweight architectural language caps the existing brick structure, creating a clean bright and delicate finish to the scheme. The proposed materials are intended to enhance this aesthetic by contrasting with the materials below. The projecting roof pergola demarcates areas of the ample additional communal roof garden on this level.

1.8
2.9

PLOT RATIO
EXISTING / PROPOSED

2000
sqm

ADDITIONAL
RESI GFA

+1

ADDITIONAL
STOREYS

23

ADDITIONAL
POTENTIAL
UNITS



Cherrywood Aerial Plan

DESIGN PROPOSAL

TC2 - C1/C2



Design References

DESIGN PROPOSAL

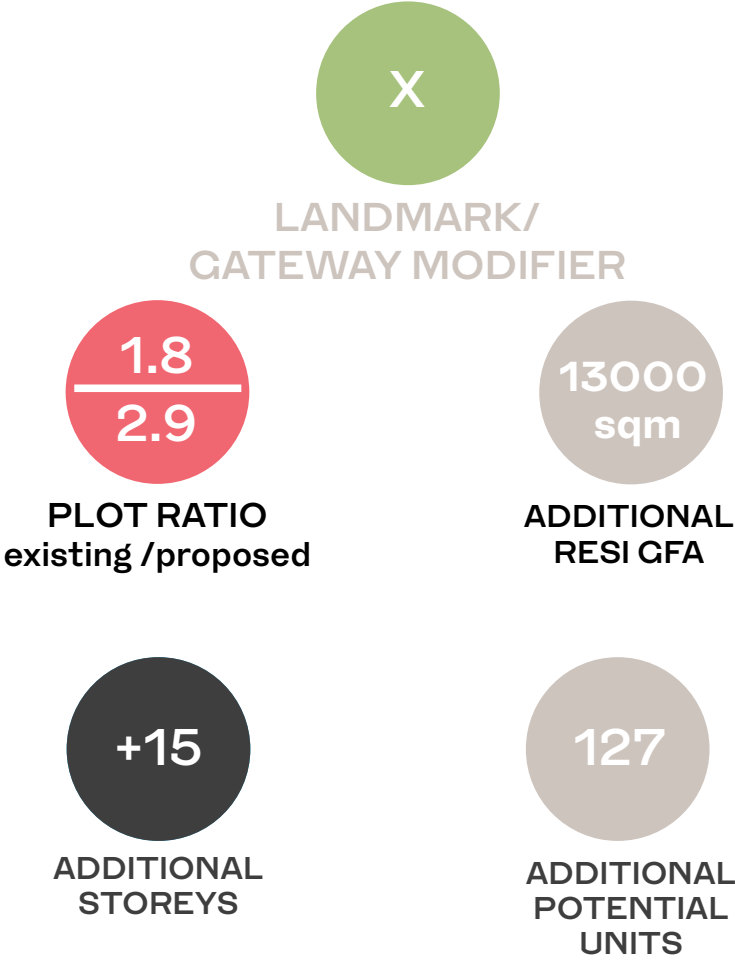
TC2 - D1/D2



DESIGN PROPOSAL

TC2 - D1/D2

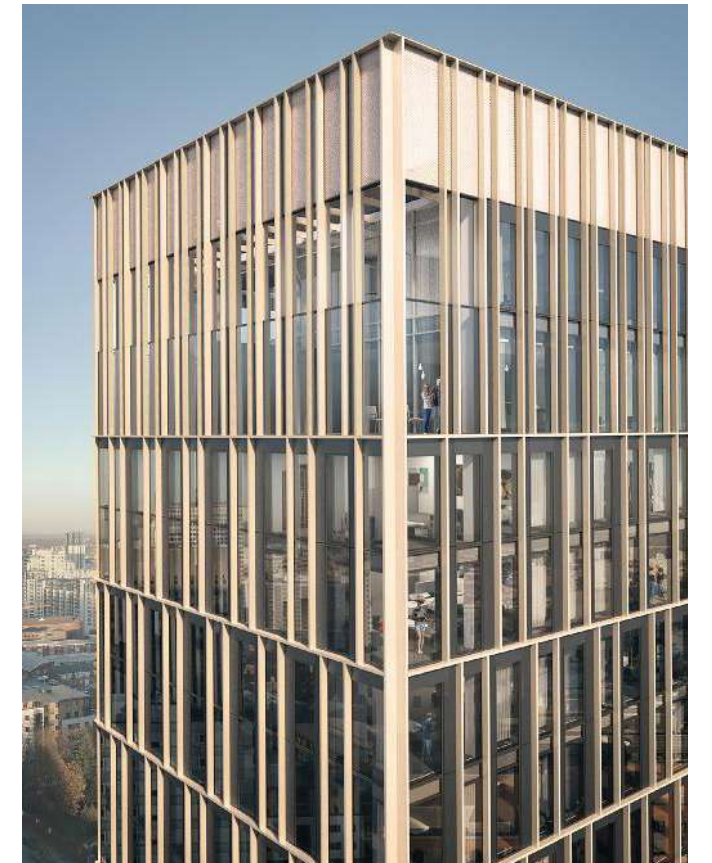
The D1 and D2 blocks within TC2 can accommodate additional units along Valley Drive where the road network converges and would benefit from a landmark style building.



Cherrywood Aerial Plan

DESIGN PROPOSAL

TC2 - D1/D2

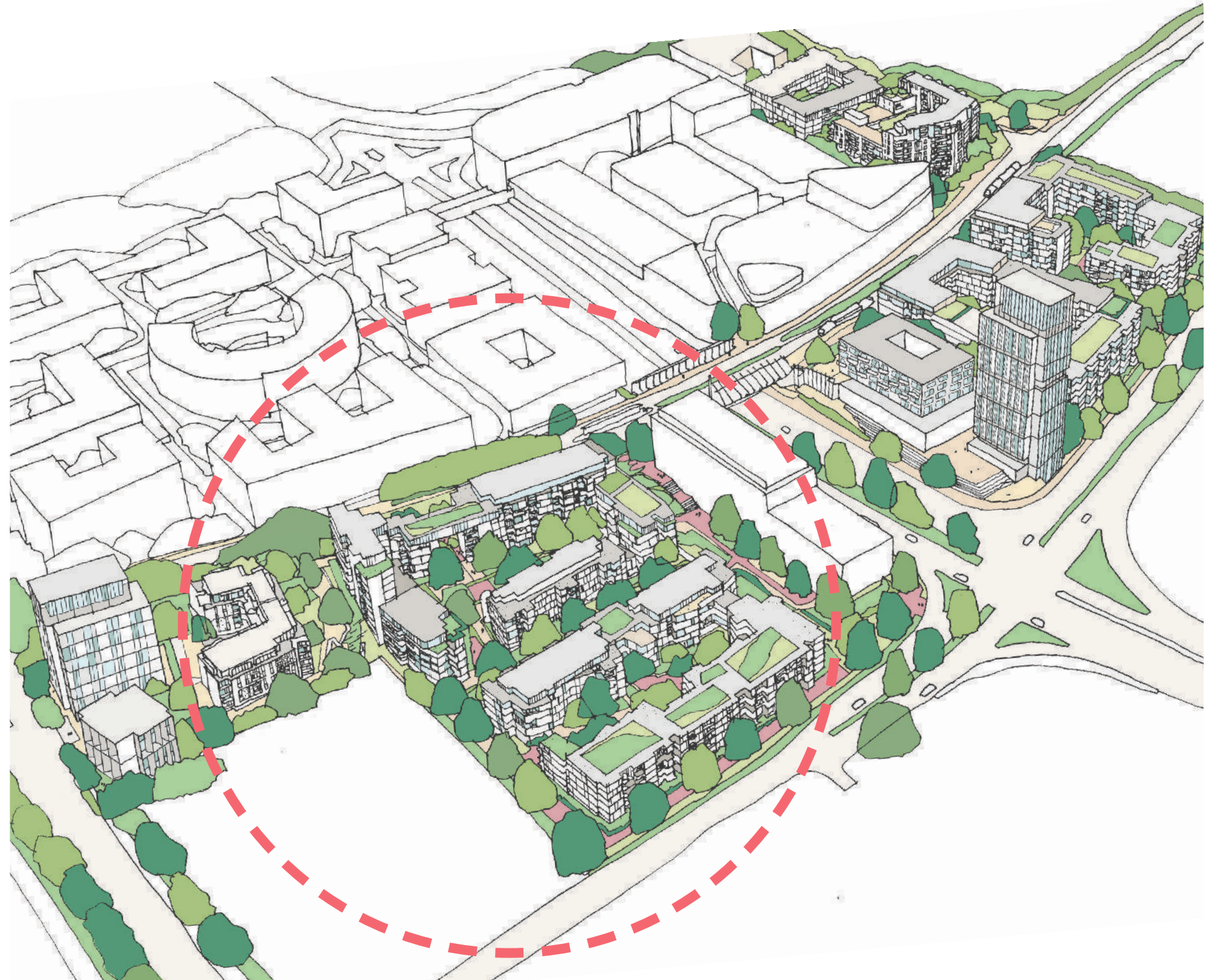


DESIGN PROPOSAL

TC4 - F1/F2/F3

The F1, F2 and F3 blocks within TC4 can accommodate additional units along Grand Parade and Central Avenue where the boulevard design facilitates an increase in the building heights.

The additional units are set back from the building perimeter, a dark aluminium extrusion frames each living room creating a distinct architectural language further unifying the town centre and differentiating it from the adjacent centres. This dark frame takes its cue from the permitted schemes dark brick pattern revealed at specific points throughout the scheme and the red brick frames of the key elevations. Further design work has been carried out in the integration of the existing amenity block and the views of the tower core from Grand Parade.



1.8
—
2.8

PLOT RATIO
existing /proposed

6000
sqm

**ADDITIONAL
RESI GFA**

+1

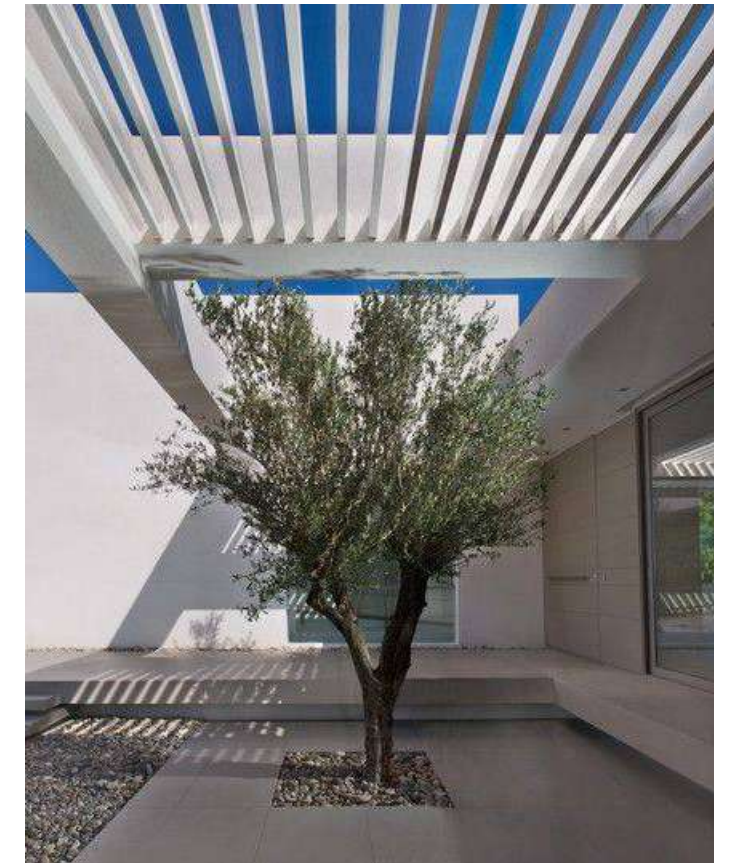
**ADDITIONAL
STOREYS**

63

**ADDITIONAL
POTENTIAL
UNITS**

DESIGN PROPOSAL

TC4 - F1



Design References

DESIGN PROPOSAL

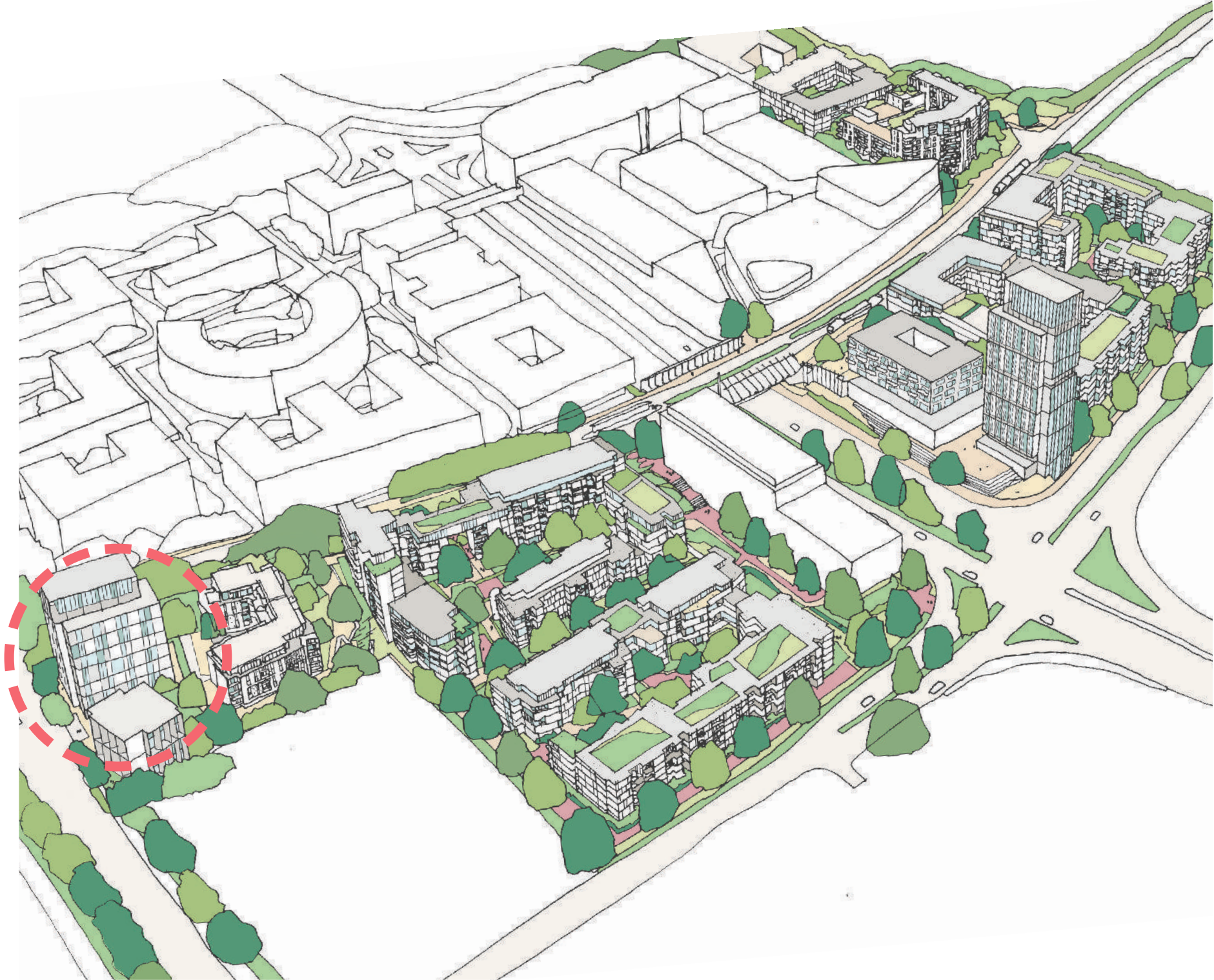
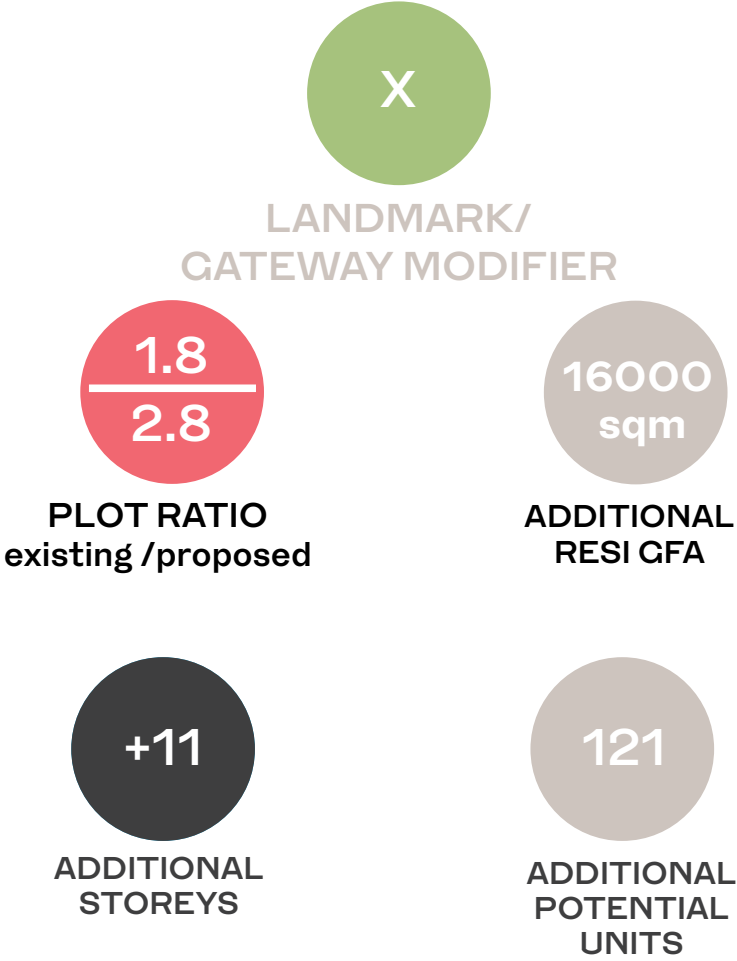
TC4 - F1



DESIGN PROPOSAL

TC4 - G1

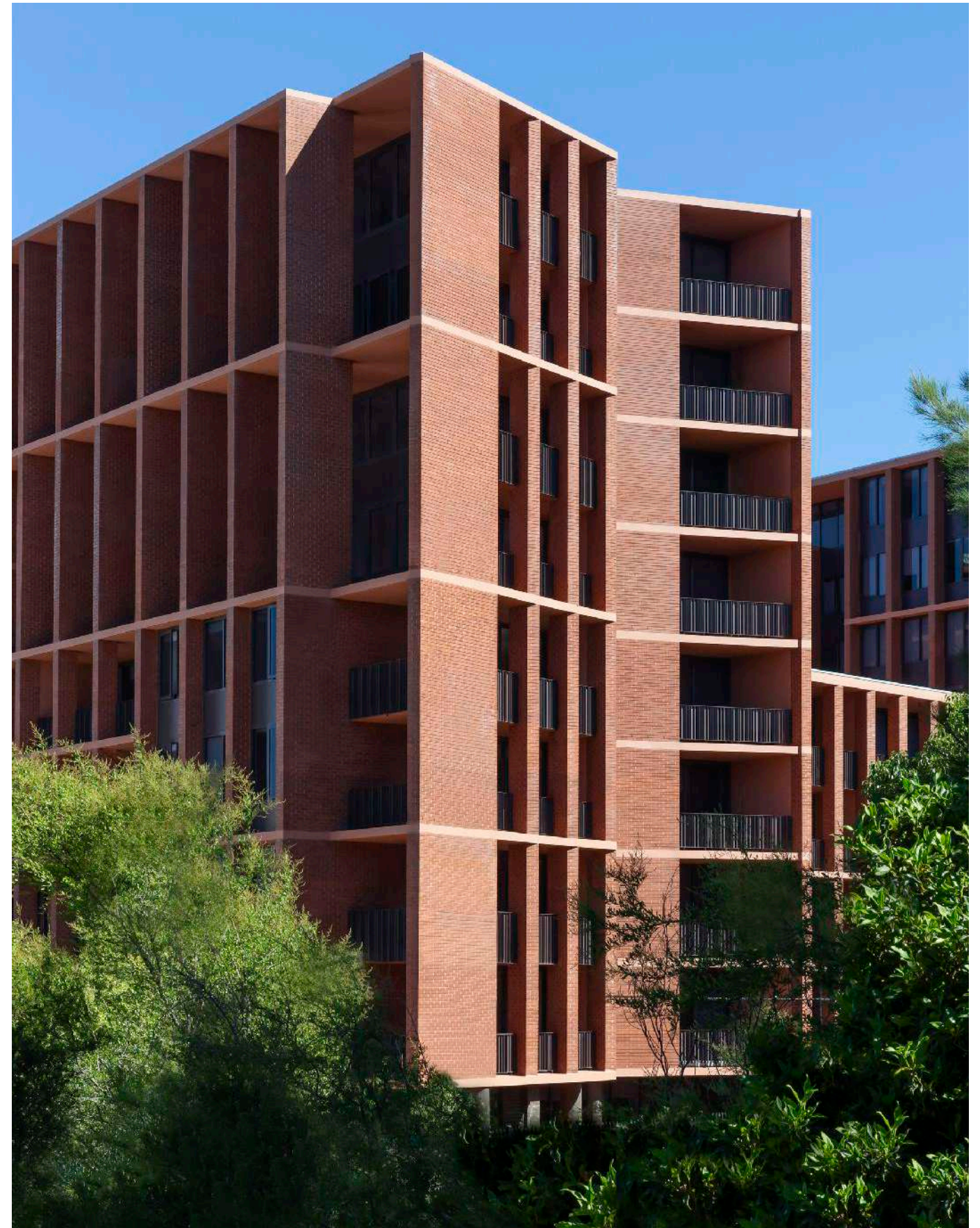
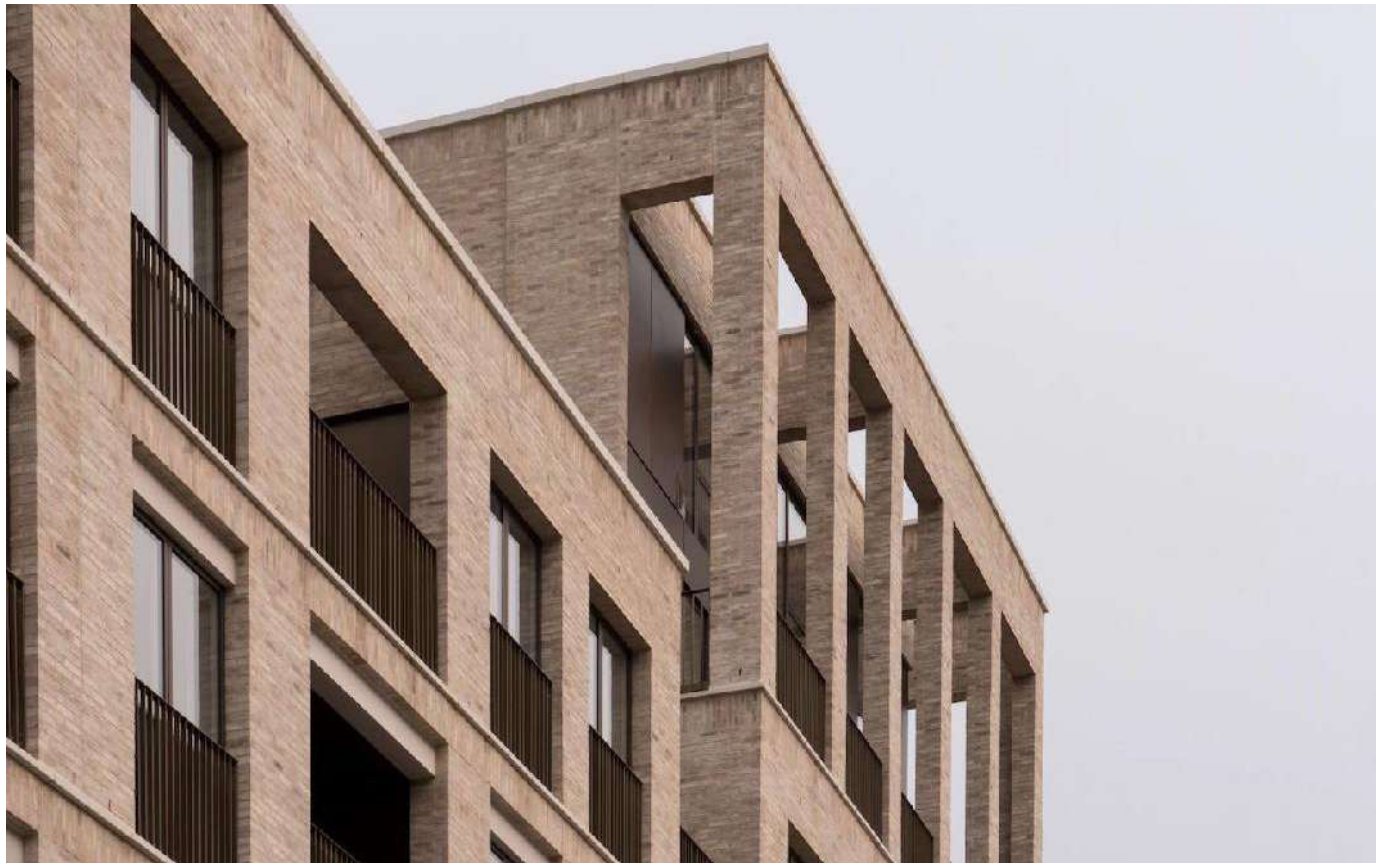
The G1 blocks within TC4 can accommodate additional units along Grand Parade where the road network converges and would benefit from a landmark style building.



Cherrywood Aerial Plan

DESIGN PROPOSAL

TC4 - G1

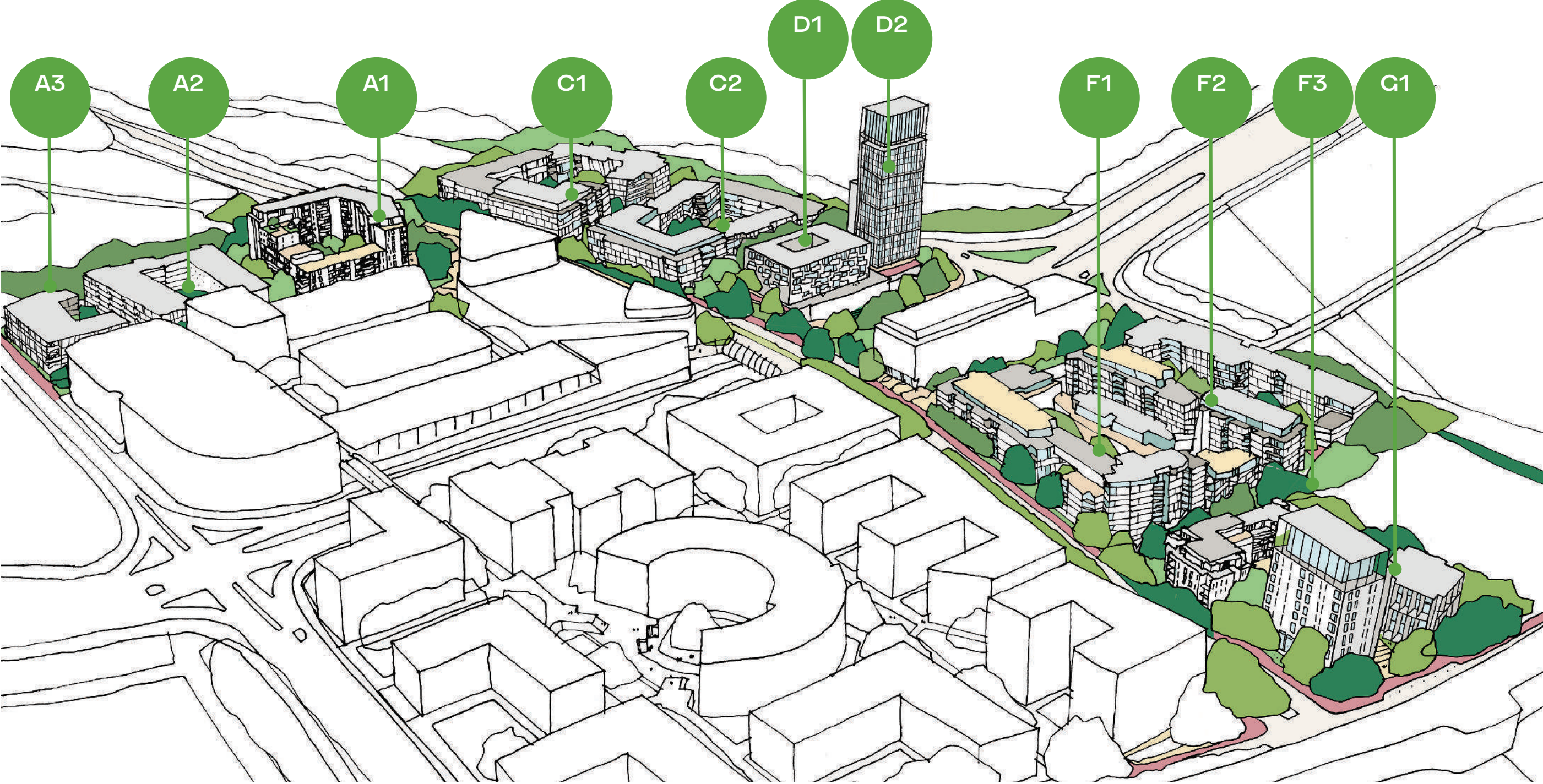


PUBLIC REALM AND LANDSCAPE MASTERPLAN STRATEGY



Massing Study - View along Grand Parade

● Roof terraces to provide additional open spaces to extended blocks



Proposed Building Heights Amendment

SUB 9

Cherrywood
SDZ Planning
Scheme –
Proposed
Amendment
No. 8 – Building
Heights
Amendment,
Cherrywood
SDZ

Quintain Developments
Ireland Limited
Landholding in
Cherrywood SDZ
Planning Scheme

For Quintain
Developments Ireland
Limited

7 September 2022

Document Control: -

Author	Checked by	Purpose	Date
CA		Draft	02.09.2022
CA		Final Draft	05.09.2022
		Final	0X.09.2022

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1 INTRODUCTION

We, Stephen Little & Associates, Chartered Town Planners and Development Consultants, 26/27 Upper Pembroke Street, Dublin 2 D02 X361 have been instructed by Quintain Developments Ireland Limited, 1-2 Victoria Buildings, Haddington Road, Dublin 4 to make this submission on their behalf.

Dun Laoghaire-Rathdown County Council has published Proposed Amendment No. 8 (The Amendment) to the Cherrywood Planning Scheme and in line with the requirements of Section 169 of the Planning & Development Act 2000, as amended, commenced a statutory public consultation process on the 26th July 2022 whereby submissions can be made to the Council in respect of the Amendment. The last date for making a submission is the 7th September 2022. This submission is being prepared in response to the public notice inviting these submissions.

Throughout this Report we will refer to the ‘Quintain Ireland’ lands. This should be understood to refer to the entire landholding controlled by Quintain Developments Ireland Limited. Based upon the present Planning Scheme heights and densities, the Quintain Ireland holding at Cherrywood can facilitate development of circa 3,000+ dwellings and a Local Centre across 15 no. development tiles and results in Quintain Ireland being the single largest residential landowner in Cherrywood.

We can confirm at the outset that Quintain Ireland are supportive of Proposed Amendment No. 8 to the Planning Scheme that seeks to increase building heights and density in appropriate locations and welcomes its timely approval and adoption.

It is noted that the Amendment increases the maximum quantum of residential units in Cherrywood from circa 8,786 to circa 10,500. As all current and planned infrastructure in Cherrywood already has capacity for 10,500 units, it is reasonable and pragmatic to increase the maximum units permissible to 10,500 as proposed in the Amendment without any delays associated with further infrastructural capacity analysis that will be required for a higher quantum over 10,500 units.

As the largest residential landowner in Cherrywood (c.35% of residential units) Quintain Ireland consider it is imperative that these Amendments are processed and approved as soon as possible in order to ensure that the benefit of these Amendments can be realised on site. Quintain Ireland are progressing with the construction of a number of developments in Cherrywood and have an ambitious development programme that sees the completion of development in their landholding within the next 3-5 years. Any delay in approving the Amendment will result in a loss forever of the ability to capture the proposed additional units within Quintain’s schemes.

Quintain Ireland confirm that following adoption of the subject proposed Amendment 8, that they would be supportive of a further review of specific sites, together with associated capacity analysis, where greater building height and density might be justified over the 10,500 currently proposed.

2 SITE CONTEXT

Cherrywood

The Cherrywood SDZ comprises approximately 360 hectares and is one of the largest undeveloped land banks in the County. The SDZ lands are located c. 16km south east from Dublin City Centre, 8km south of Dun Laoghaire, 3km from the coastline and 4km from the Dublin Mountains. The bulk of the SDZ lands are located between the N11 and M50, with strategic road network connections. There are 5 no. Luas stops located within the SDZ area; Carrickmines, Brennanstown, Laughanstown, Cherrywood and Brides Glen. Cherrywood is also served by Dublin Bus.



Figure 1: Cherrywood SDZ Boundary

The Quintain Ireland Landholding

The Quintain Ireland landholding in Cherrywood amounts to a substantial amount of land identified primarily for residential use; accommodating approximately 3,000+ units. There is also an area identified for a Village Centre in Development Area 8 – Tully, where a mix of uses are envisaged.

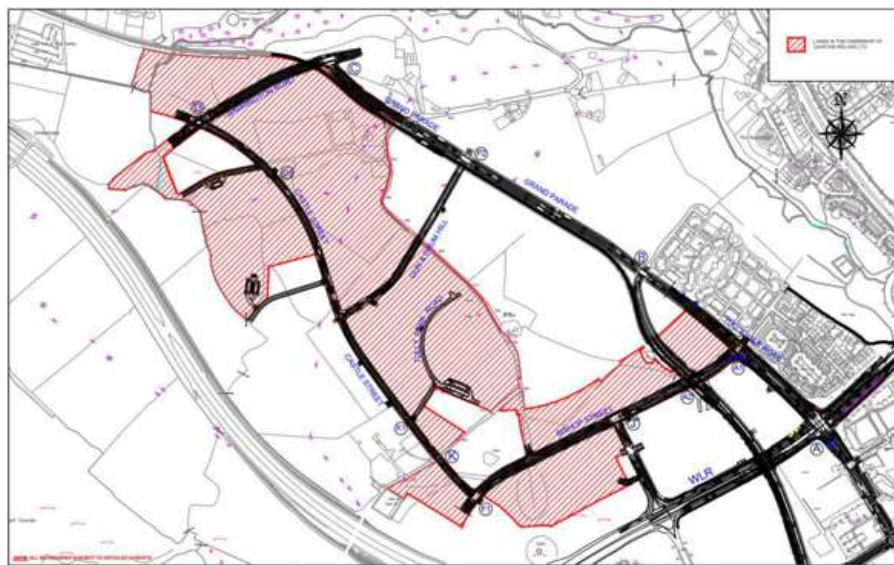


Figure 2: Map showing the extent of Quintain Landholding in Cherrywood (note that tile BG4 located south of Wyattville Link Road is not shown in the above map).

The lands forming the Quintain landholding are predominantly for residential use and form part of the following Development Areas:

- Development Area 1 – Lehaunstown
- Development Area 2 – Cherrywood
- Development Area 3 – Priorsland
- Development Area 7 – Macnebury
- Development Area 8 – Tully

Note, as mentioned above, there is an additional tile BG4, under the control of Quintain Ireland in Development Area 6 – Bride’s Glen.

3 BACKGROUND PLANNING CONTEXT

In preparing this submission Quintain Ireland have reviewed the main planning background and context to the proposed alterations to the density and heights of the Cherrywood Planning Scheme to demonstrate consistency with same. This review and assessment has been set out in Appendix 1.

4 COMMENTS ON PROPOSED AMENDMENT NO. 8

In order to understand the context of the commentary to follow, it is considered useful to outline for the benefit of the Council the lands controlled by Quintain Ireland.



Figure 3: Quintain Cherrywood Landholding with Development Areas Labelled (note that tile BG4 located south of Wyattville Link Road is not shown in the above map)..

Capacity for Further Growth

It is welcomed that the Proposed Amendment seeks to increase the maximum allowable densities in each of the development tiles designated for residential development.

It is noted that the consequence of Proposed Amendment No. 8 is to increase the maximum number of residential units that can be delivered in Cherrywood from 8,786 units to 10,500 units as is evident in Table 2.9 in particular among other references in the Amendment. The physical and social infrastructure in place and planned for Cherrywood (Parks, Schools, Shops, etc) has capacity for the proposed maximum unit number of 10,500, as stated in public consultation documentation accompanying the Amendment.

Having regard to the provisions of the current Planning Scheme itself, the greatest heights and greatest densities are located in the Town Centre, Village Centre, RES 3 and RES 4 areas and in those RES 2 areas in close proximity to the Town Centre or the LUAS. The reason for these designations relate to sound sustainable town planning principles in our professional planning opinion; namely:

- Proximity to Town Centre

- Proximity to LUAS Stop (a 10 minute walk)

Having regard to the criteria set down in the Guidelines, it is clear that these remain the most appropriate locations for additional building height/density and are those where it would be appropriate to concentrate increases in height and density under Proposed Amendment No. 8 also. By reference to the LOCI Report, they would concur with that approach.

Arising from the assessment by LOCI, Quintain Ireland are pleased to note that a number of the Development Tiles in their control are targeted for increased growth under Proposed Amendment No. 8. As already acknowledged, all of the residential tiles are provided with increased residential densities. There are 5 no. development tiles controlled by Quintain Ireland which are considered by LOCI to be most appropriate to accommodate increased height and these are identified in the Proposed Amendment as follows:-

- Tile L1
- Tile L2
- Tile P7
- Tile TC5
- Tile TC6

We refer to Figure 3 above which identifies the location of these Development Tiles in Cherrywood. Quintain welcome the proposed increase in height and densities on these Development Tiles and, subject to the timely approval of the Amendment, intend to pursue schemes that reflect those increased unit numbers.

Building Height Terminology

In light of Government guidance that is encouraging developers to design to standards as regards internal floor to ceiling heights above the minimum, it would seem inappropriate to maintain the application of a rigid height in metres as set out in Table 2.11 of the Scheme, which effectively precludes that from happening. As such, Quintain Ireland welcomes the proposed deletion of Table 2.11 which incorporated unduly restrictive maximum building heights in meters. Quintain Ireland also welcomes the amendments to Section 2.9 which provide more practical metrics for the assessment of overall building height. In addition the introduction of a new Section 2.9.1 in the Amendment is positive as it provides for an evidence based assessment of building height to be provided as part of any planning application to be made which justifies the heights being proposed; whilst at the same time maintaining a range of building heights allowable in each Development Tile.

5 SUMMARY

This submission has been made in response to the Council's request for submissions on Proposed Amendment No. 8 of the Cherrywood Planning Scheme.

Quintain Ireland is fully supportive of the content of the approach and content of this Proposed Amendment as it relates to the Quintain Ireland lands and commends the Council to approve the documents as they are. It is imperative from the perspective of Quintain Ireland that these Amendments are processed and approved as soon as possible in order to ensure that the benefit of these Amendments can be realised on site. Quintain Ireland are progressing with the construction of a number of developments in Cherrywood and have an ambitious development programme that sees the completion of development in their landholding within the next 3-5 years.

In that regard, we note that the Building Height Guidelines were published in late 2018 and almost 4 years later the Planning Scheme has still not been amended. Quintain Ireland have a concern that failure to progress rapidly with the implementation of these Amendments could result in their construction programme required in their business plan over-taking matters and that they will have

no choice but to proceed on the basis of the Planning Scheme currently in place, thereby leaving a lost potential of additional much needed new homes behind.

6 CONCLUSION

We can confirm that Quintain Ireland are supportive of Proposed Amendment No. 8 to the Planning Scheme that seeks to increase building heights and density in appropriate locations. Quintain Ireland are also fully supportive of the Amendment as regards how the Planning Authority will consider building height through a New Section 2.9. of the Planning Scheme.

Finally, Quintain Ireland acknowledges that they are aware that submissions being made by a number of the other members of the Cherrywood Landowner group also call on the Council to consider a further review of Building Height and Density in Cherrywood once Proposed Amendment No. 8 is adopted.

Quintain Ireland confirm that following adoption of the subject proposed Amendment 8, that Quintain Ireland would be supportive of such a further review of specific sites where greater building height and density might be justified over the 10,500 currently proposed.

We would be grateful for written acknowledgment of this submission for our files.

STEPHEN LITTLE & ASSOCIATES

7 September 2022

Appendix 1

BACKGROUND PLANNING CONTEXT

In this section we will summarise the main planning background and context to the proposed alterations to the density and heights of the Cherrywood Planning Scheme being presented as part of this submission.

We wish also to confirm that since the publication of the Urban Development and Building Heights Guidelines for Planning Authorities (2018), Quintain have consistently been positively engaged with the Council with regards to increasing the heights and density at appropriate locations having regard to the criteria of those Guidelines. In that regard, in response to the Council's initial invitation for comments detailed in a public Notice entitled "*Cherrywood Planning Scheme Building Height Review – Have your say!*" in June 2020, Quintain made a submission to the Council on the issue of density and building heights in Cherrywood dated 4th August 2020. A further submission was then made Quintain Ireland directly to the Cherrywood DAPT on the 2nd September 2020 regarding their proposals regarding increased height and density.

In preparing this submission, we confirm that we have reviewed the following documents forming part of the Proposed Amendment No. 8:-

- Background Paper to Amendment No. 8
- Cherrywood Town Centre Building Height Review (Chris Shackleton Consulting)
- Cherrywood Planning Scheme Height Report (Loci)
- Proposed Amendment No. 8 – Building Height and Density Changes and Appendix E
- Report to inform Appropriate Assessment Screening for Proposed Amendment No. 8 (CAAS)
- Report to inform Strategic Environmental Assessment Screening for Proposed Amendment No. 8 (CAAS)
- Appendix A – Tufa Springs Mitigation Requirements
- Annex A – Original Appendix E
- Annex B – JBA Catchment Study
- Letter of Support from Department of Education & Skills
- Letter of Support from the NTA
- Letter of Support from TII

National Planning Framework

The National Planning Framework (NPF) sets a direction for the consolidation of Dublin City's development and growth within the M50 and canals to create a more compact urban form. The NPF seeks 40% of all new homes nationally to be located within the existing built up area of existing settlements.

The NPF has established a number of National Policy Objectives which aim to secure the objectives of this Plan.

National Policy Objective 3b seeks to deliver at least half (50%) of all new homes that are targeted in the five Cities to be built within their existing built-up footprints.

The key objectives for Dublin are to:

- Identify large scale regeneration projects within the city and metropolitan area for the provision of new houses
- Progress the development of strategic greenfield developments, particularly ones proximate to public transport such as Adamstown and **Cherrywood**.
- Delivering the key rail projects set out in the Transport Strategy for the Greater Dublin Area including Metro Link, DART expansion and the LUAS green line link to Metro Link
- The development of an improved bus-based system, with better orbital connectivity and integration with other transport networks

National Policy Objective 33, seeks to

“prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.”

The National Planning Framework (NPF) highlights Cherrywood as a key future growth enabler for Dublin, being that it is on a public transport corridor. In addition, National Policy Objective 35 within the NPF states that it is an objective to:

*“Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration and **increased building heights**.”*

National Policy Objective 13 of the NPF states,

*“In urban areas, planning and related standards, including **in particular building height** and car parking will be based on performance criteria that seek to achieve well-designed high quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected.”*

It is very clear that the NPF has linked the provision of greater heights and density in residential developments to the provision of car parking as being of critical importance to achieving the overall settlement goals of the NPF.

Regional Spatial Economic Strategy (RSES) for the Eastern & Midland Regional Assembly

The Regional Spatial Economic Strategy (RSES) for the Eastern & Midland Regional Assembly outlines Cherrywood as being within the Metrolink – LUAS Corridor *strategic development area*, with proposed upgrades to the existing LUAS Green line to support development in the Cherrywood SDZ Planning Scheme Area occurring over the lifetime of the NPF.

The RSES targets to have at least 50% of all new homes within or contiguous to the existing built up area in Dublin.

The Metropolitan Area Spatial Strategy for Dublin, which forms part of the RSES, confirms that Cherrywood is located within two of the strategic development areas and corridors in the Region. Cherrywood is located within the area designated *“City Centre-Inside the M50 (multi-modal)”* and is also on the corridor leading from the City Core along the existing green LUAS line. This is called the *“MetroLink-LUAS Corridor (MetroLink, LUAS green line upgrades)”*.

Sustainable Urban Housing: Design Standards for New Apartments: Guidelines for Planning Authorities (December 2020)

The *Sustainable Urban Housing: Design Standards for New Apartments: Guidelines for Planning Authorities (December 2020)* built upon the 2015 Apartment Guidelines, in particular with regard to design quality safeguards such as internal space standards for 1, 2 and 3 bedroom apartments and have changed the unit mixes which are considered acceptable, therefore allowing for additional density.

Specific Planning Policy Requirement 1 states:

*“Apartment developments may include **up to 50% one-bedroom** or studio type units (with **no more than 20-25% of the total proposed development as studios**) and there shall be **no minimum requirement for apartments with three or more bedrooms**. Statutory development plans may specify a mix for apartment and other housing developments, but only further to an evidence based Housing Need and Demand Assessment (HNDA), that has been agreed on an area, county, city or metropolitan area basis and incorporated into the relevant development plan(s).”*

Specific Planning Policy Requirement 5 of these Guidelines states that

“Ground level apartment floor to ceiling heights shall generally be a minimum of 2.7m and shall be increased, either at ground level only or in conjunction with all floors in an apartment block or building, in certain circumstances. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25 ha, planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality.”

The Guidelines also refer to 2.4m being the minimum floor to ceiling heights on other floors. As we will come on to deal with later, these design requirements result in a direct clash with regard to the building heights specified in the Planning Scheme, where those are stated in metres. The practical structural build up allowing for the necessary mechanical and electrical ducting of a modern energy efficient building and which allows for technological changes in the requirements for lift over-runs, results in a typical floor to floor depth of 3150mm. This results in a 5 floor building needing to be in excess of 16m in height, for example. In this regard, Quintain Ireland welcome the revised text within the Proposed Amendment No. 8 where the height in metres is removed and reliance can be placed solely on the height in terms of floors/storey's.

The 2020 Guidelines also outline that the scale and extent of apartment development should generally increase in relation to proximity to core urban centres and other relevant factors, notably density should increase in sites:

“within walking distance (i.e. up to 15 minutes or 1,000-1,500m), of principal city centres, or significant employment locations, that may include hospitals and third-level institutions;

And

within reasonable walking distance (i.e. up to 10 minutes or 800-1,000m) to/from high capacity urban public transport stops (such as DART or Luas).”

Section 4.19 of the Apartment Guidelines states,

“In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances. The policies above would be particularly applicable in highly accessible areas

such as in or adjoining city cores or at a confluence of public transport systems such rail and bus stations located in close proximity.”

Urban Development and Building Heights: Guidelines for Planning Authorities

These Guidelines highlight that increasing prevailing building heights has a critical role to play in addressing the delivery of more compact urban growth which is a key objective of the NPF. The Guidelines set out a number of Strategic Planning Policy Requirements (SPPR) which are noted as taking precedence over any conflicting policies and objectives in the Development Plans. In this regard, we note that the recently adopted County Development Plan 2022-2028 has incorporated the criteria for assessing taller buildings contained in the Urban Development and Building Height Guidelines.

The Guidelines acknowledge that a key objective of the NPF is to promote an increase in building heights and overall density. Increased building height and development density are not simply to be facilitated, but actively sought out and brought forward by the planning processes.

Taller buildings can serve to bring much needed additional housing and economic development to well-located urban areas, and to assist in contributing to and reinforcing a sense of place within a city.

SPPR 1 states:

“In accordance with Government policy to support increased building height and density in locations with good public transport accessibility, particularly town/city cores, planning authorities shall explicitly identify, through their statutory plans, areas where increased building height will be actively pursued for both redevelopment, regeneration and infill development to secure the objectives of the National Planning Framework and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitations on building height.”

This SPPR recognises the need for planning policy to ensure that an appropriate quantum of residential developments is included as part of significant development proposals. As noted above, the recently adopted County Development Plan 2022-2028 has incorporated the criteria for assessing taller buildings contained in the Urban Development and Building Height Guidelines.

SPPR 2 states:

“In driving general increases in building heights, planning authorities shall also ensure appropriate mixtures of uses, such as housing and commercial or employment development, are provided for in statutory plan policy. Mechanisms such as block delivery sequencing in statutory plans² could be utilised to link the provision of new office, commercial, appropriate retail provision and residential accommodation, thereby enabling urban redevelopment to proceed in a way that comprehensively meets contemporary economic and social needs, such as for housing, offices, social and community infrastructure, including leisure facilities.”

This SPPR requires the Planning Authority to critically evaluate the existing written statements and development objectives of their statutory documents, including Planning Schemes to ensure proper alignment of national and local planning policies. As noted above, the recently adopted County Development Plan 2022-2028 has incorporated the criteria for assessing taller buildings contained in the Urban Development and Building Height Guidelines. This Proposed Amendment is now seeking to incorporate the consequences of these Guidelines in to the Cherrywood Planning Scheme.

The Cherrywood Planning Scheme has already considered the appropriate mix of uses and how this should be spread across the SDZ.

Whilst the quantum of non-residential uses within the Village Centres are considered to be a real challenge to deliver due to the scale and proximity of the Cherrywood Town Centre, Quintain would

recognise the positive societal benefit of having a local hub for the growing community to focus their attention on.

SPPR 3 states:

*“(B) In the case of an adopted planning scheme the Development Agency in conjunction with the relevant planning authority (where different) **shall, upon the coming into force of these guidelines, undertake a review of the planning scheme**, utilising the relevant mechanisms as set out in the Planning and Development Act 2000 (as amended) to ensure that the criteria above are fully reflected in the planning scheme. In particular the Government policy that building heights be generally increased in appropriate urban locations shall be articulated in any amendment(s) to the planning scheme”*

It is understood that Proposed Amendment No. 8 of the Cherrywood SDZ Planning Scheme is specifically on foot of SPPR 3(B).

In undertaking this review, we understand that the Council will be considering the criteria set out in Section 3.2 of these Guidelines. It is those criteria that are being referred to in SPPR 3(B) above when it states, inter alia, “...ensure that the criteria above are fully reflected in the planning scheme”.

The criteria from Section 3.2 are as follows:

1. **At the scale of the relevant city/town**, to include consideration of: -
 - a) *Whether the site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.*
 - b) *Development integrates/enhances the character and public realm of the area having regard to topography, its cultural context, setting of key landmarks and protection of key views.*
 - c) *A landscape and visual assessment to be completed.*
 - d) *On larger urban redevelopment sites, the development should make a positive contribution to place-making, incorporating new streets and public spaces, sufficient variety in scale and form to the scale of adjoining developments and create visual interest in the streetscape.*

2. **At the scale of the district/neighbourhood**, to include consideration of:-
 - a) *Demonstrate how the proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape.*
 - b) *How it avoids long uninterrupted walls of building form.*
 - c) *How the proposal enhances the urban design context of public spaces and key thoroughfares and inland waterway/marine frontage.*
 - d) *How the proposal makes a positive contribution to the improvement of legibility through the site and integration to the wider area.*

3. **At the scale of the site/building**, to include consideration of:-
 - a) *The form, massing and height of the proposal should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light*
 - b) *Appropriate and reasonable regard should be taken of the qualitative performance approached to daylight provision per BRE Guidelines*
 - c) *Where a proposal may not be able to fully meet all the requirements for daylight provision, this must be clearly identified, and compensatory measures set out. The*

planning authority or An Bord Pleanála should apply their discretion, having regard to local factors including specific site constraints and the balancing of that assessment against the desirability of achieving wider planning objectives.

At a strategic level, it is considered that much of the structuring elements of the Cherrywood Planning Scheme have already successfully addressed these criteria. The positioning of the higher density/greater height areas are located in close proximity to the LUAS Stops, the Town Centre or the Village Centres where they can create their own identity. As such, it is not considered that a ‘root and branch’ set of changes are required to the Planning Scheme arising from the criteria set down in Section 3.2.

The Guidelines also set out a number of assessment that *may* be required , depending on the scale of the buildings, as follows: -

- *Micro-climatic impact, wind, downdraft,*
- *Assessment of interaction with birds and bats as regards building location, material and lighting,*
- *An assessment to demonstrate that the proposal retains important telecommunication channels, such as microwave links,*
- *An assessment of the impact on air navigation*
- *Relevant environmental assessment requirements, including EIA, AA and ecological impact assessments*
- *An urban design Statement including, as appropriate, impact on the historic built environment^[1].*

The Planning Scheme already has a requirement for micro-climatic assessments, ecological assessments (including birds and bats), the need for an urban design statement and any necessary EIA and AA.

Given the lands are remote from any airport, it is not considered that impact on air navigation arises in this case. Equally, given the relative low scale of building height being envisaged it is equally considered that impacts on important telecommunication channels would not arise.

Summary

Arising from all of the above, it is our professional planning opinion that there is adequate planning policy support for the proposals with regard to building height and density contained within Proposed Amendment No. 8.

DUN LAOGHAIRE RATHDOWN COUNTY DEVELOPMENT PLAN, 2022-2028

The Dun Laoghaire Rathdown County Council Development Plan 2022-2028 is the current statutory land-use framework for the county.

Land Use Zoning

The Dun Laoghaire Rathdown County Development Plan 2022-2028 zoning map notes the lands of the Cherrywood Planning Scheme, and accordingly is designated to be part of the Cherrywood Strategic Development Zone.



Figure 3: Extract from Dun Laoghaire Rathdown County Development Plan 2022-2028 Zoning Map

As noted above, whilst the County Development Plan 2022-2028 has been prepared having regard to the Urban Development and Building Height Guidelines 2018, Proposed Amendment No. 8 seeks to take those Guidelines in to account in the context of the Cherrywood Planning Scheme.

Stephen Little & Associates are committed
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development goals.

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Proposed Building Heights Amendment

SUB 10



Glendruid Dolmen Public Group

Submission regarding

Amendment 8 to the Cherrywood SDZ,

With regard to Heights and Densities

7th September 2022

Submitted on behalf of Group (GDPG)

by : [REDACTED]

Postal Address:

[REDACTED]

Introduction

This submission is from the *Glendruid Dolmen Public Group*. We are seeking to improve access to the Glendruid Dolmen and to protect its special setting, and the parkland character of the Glendruid valley for current and future generations. This includes protection of the views in the valley and protection of the natural woodland character.

Focus of Submission

The focus of this submission is the amendment 8 to the Cherrywood SDZ. This amendment negatively impacts the Valley by increasing the density of residential development and making no provision for additional amenity and protected areas.

The Glendruid Dolmen Public Group, GDPG

The Glendruid Dolmen Public Group was established in October 2021 by concerned members of the public to raise awareness and get greater transparency on access and other issues relating to Glendruid Dolmen and Valley area.

The About section from October 2021 gives the group's objective:

"This Group has objective of giving a forum for anyone interested in this amazing Dolmen that sits in a beautiful valley in South County Dublin. For almost 5,500 years it has enjoyed a natural setting and this may change with the encroachment of large residential developments. It is important that the public know what is planned and how this is sensitively handled."

The interest of the Group has extended to the wider Glendruid valley area, and issues of heritage, biodiversity, spiritual aspects of the ancient tomb area, and greater access.

The Group currently has **1,350 members**. It has a four person organising committee, and three administrators to moderate online content. This submission is the approved submission on behalf of the Group and was prepared by the GDPG committee.

Background on Amendment 8

- The amendment proposes to increase number of units in Cherrywood SDZ by **1,714** units to **10,500** units.
- This is an increase of almost **20%** of number of units in Cherrywood SDZ.
- At a value of €80,000 per site value of additional units, it is estimated that the value of private owners will be increased by almost **€140,000,000**, the amendment has no compensation measures for residents and wider public.
- The Amendment proposes that development in the sensitive Glendruid Valley area will be increased by **10% to 143** residential
- Glendruid will then represent **1.2%** of all units planned, however the proposed development will represent the destruction and end to the special character of this part of the valley.

Summary of submission

- GDPG submit that the developments at Glendruid Valley in the Sub-areas marked 1 & 2 be reduced to close to zero. We would consider as reasonable a max **of 6 houses in Sub Area 1**, behind Glendruid House, and, if any, a max **6 houses** in Sub-Area 2 (to front and sides of Glendruid House).

A total of 12 units in the 2.6 hectare area. This would be **5 units per hectare** instead of the **55 units** per hectare proposed in the Amendment.

- In particular, the Group request that Sub-Area 2 in front and to south of Glendruid House be designated Amenity Area and for be for parkland landscaping. We submit that the land at Glendruid House to be acquired for the public from NAMA and be used to increase the amenity space in the SDZ as an offsetting measure for the additional 1,714 housing units proposed under the Amendment.
- The handling of building heights on steep terrain to be explicitly clarified. The maximum of 3 floors in total to be stipulated for sloped sites.
- We submit that a further Amendment to the SDZ be considered to specifically address the planning and development aspects of Glendruid Valley. This amendment to consider change from residential development to more amenity and parkland zoning.

Rational for GDPG changes to Amendment 8:

- The views of and from Glendruid House are important. The current SDZ plan provides for some degree of protection, but this is inadequate.
- The proposed development will bring noise and light into the valley directly opposite a sensitive woodland valley putting further pressure on bio-diversity in one of the very few areas of natural environment remaining in the SDZ .
- The heritage value of the Glenruid Valley with its period house, landscaped gardens, landscaped parklands, and connection with Glendruid Dolmen area will be forever seriously negatively impacted.

- The impact on the overall SDZ development quantum would be minimal if the development quantum for Glendruid Valley is removed.
- The terrain at Glendruid, with steep valley is inappropriate for large scale development.
- Housing on steep slopes and requiring additional road infrastructure will be inherently be expensive to design and construct and will not contribute to achieving objective of affordable housing.
- Development along Brennanstown Road will require new internal road across the area in front of Glendruid house.
- Brennanstown Road has major traffic issues and can not handle additional residential entrances at this section.
- There is no proposed increase in the building heights in the Amendment 8 in the Glendruid Area The height range is given as 2-3 floors. Our group asks that the Amendment specifically address how height is to be dealt with on a steeply sloping site. Three floors level with Brennanstown road could be 5 or 6 floors facing the valley if these floors are not taken account of. Clarification on how the floor height restriction is applied in the case of valley site is required.

Correction of Local Name

While not the focus of the amendment or this submission, the Group would request that the Amendment use the historically more accurate name for the area, i.e. Glendruid, and start to move away from “Druids Glen” as the name for the area. There are ample historical recording since the early nineteenth century using this placename.

Background of Development Area 5

Glendruid Valley is part of Development Area 5 “Druids Glen”

The Zoning is RES1 which allowed for 50 units per hectare.

The Res 1 area is 2.6 Hectare

Amendment 8 to the SDZ proposes to increase the density by 10% to 55 units per Hectare.

In real terms an increase from 130 units to 143 units.

APPENDICES

APPENDIX 1

AERIAL VIEW OF GLENDRUID VALLEY IN SDZ



Aerial View 1: Areas around Glendruoid House identified as Sub-area 1 and Sub Area 2.

APPENDIX 2

Extract from Heritage Section of Cherrywood SDZ Plan

Part 2 – Protected Structures

The list of protected structures which fall within the Planning Scheme area are set out in the 2019-2016 Dún Laoghaire-Rathdown County Development Plan.

Structure Name	Location	Description	Map No.	RPS No.
Priestland	Olmuck Road, Carrickmines	House, Out-Offices and Gates	9	1744
Station House (Former Carrickmines Railway Station)	Olmuck Road, Carrickmines	Railway Station (former) house	9	1743
Glendruid	Brennamstown Road, Cobinewy	House (Note: Entrance gates also Protected Structure)	7	1730
Glendruid	Brennamstown Road, Cobinewy	Entrance Gates (Note: House also a protected structure)	7	1730
Lehaustown Park* (Lehaustown Castle)	Lehaustown Lane	Castle/Tower House	10	025-013
Bride's Glen Yacht	Cherrywood Road	Viaduct	10	024-1790
Tully Church *	Lehaustown Lane	Church, High Cross, Grave-Stones	10	025-023
Brennamstown Dolmen*	Brennamstown	Portal Tomb	10	025-007
Lehaustown*	Lehaustown	Wedge Tomb	10	025-024

*These structures are also listed in the Record of Monuments and Places and are dealt with in the section on Archaeology.

Map 3.2 shows the location of Protected Structures in the Area.

Below is the list of additional Protected Structures which border the Planning Scheme area. Regard should be given to any potential visual impact on the character and appearance of these structures.

Structure Name	Location	Description	Map No.	RPS No.
Cherrywood House	Cherrywood Road	House	10	1788
Rathmichael Oaks House	Bridgeside Road	Rectory (former)	10	1787
Wellinell House	Mulrinnell Road	House	10	1791
Brennamstown House	Brennamstown Road	House and Out-Offices	7	1715
Barrington's Tower	Brennamstown Road	House	7	1779

Glendruid

Glendruid and its entrance gates are included as Protected Structures on the Dún Laoghaire-Rathdown Record of Protected Structures.

Glendruid was built by John Barrington in 1890. Barrington was a businessman and originally belonged to the Quaker tradition. The original estate comprised 126 acres and included the Druid's Glen which was converted by Barrington to a pleasure landscape. Barrington planted trees, set out paths and constructed two cottages in the Glen. He also constructed a viewing tower in 1818 to the west, which he called 'Tillitindolom' after the castle in Sir Walter Scott's novel 'The Antiquary'. This structure was later extended and converted into a dwelling and is known as Barrington's Tower.

Within the attendant grounds of the original estate was Brennamstown Dolmen. The Dolmen is located close to the Carrickmines River, and has a very impressive capstone, which weighs 48 tonnes. The Dolmen is no longer within the Glendruid landholding. Further details of the Dolmen, including a photo, are in Part 1 of the appendix.



Above: Glendruid Estate, First Edition of 'Ordnance Survey Map, 1863.

The house itself is five-bay two-storey over basement with a projecting entrance porch, and a bow on its eastern side. It is set on an elevated site within its own mature grounds overlooking Carrickmines River Valley. The house is accessed via the original gated entrance, which includes a single-storey gate lodge. There is an interesting range of outbuildings to the rear of the house, which are accessed through a tall granite arched gateway. The site is bounded by a combination of high stone walls, mature trees and hedges, giving it a great sense of enclosure.



Above: View of front of Glendruid



Above: Southern view from Glendruid to be protected

Landscape Character

Glendruid is set within a distinctive landscape encompassing a river valley and mature woodland to the south, with borrowed views above the tree canopy towards the mountains. The original house is largely screened from the public road with glimpses visible from the river valley on Lehaustown Lane to the southwest. It is clear that the siting of the house was informed by the existing historic landscape and it is this landscape which should inform all future development in the area.

Druid's Glen

The river valley within the grounds of Glendruid is an important element in the setting of the protected structure. The area contains a number of items of interest which have been identified in the Historical and Architectural Heritage Report (R. Goodbody, 2011). These include two stone bridges and a stone culvert.

Character Areas

The lands around Glendruid can be divided into four Character Areas. These areas are identified as follows (See Map 3.3):

1. Glendruid House, stable yard and lands, which are considered to provide the setting for the protected structure.
2. Southern valley to the west.
3. Southeastern portion of the site.
4. Area to the rear of the house (the former kitchen garden).

Area 1

This area includes Glendruid House, the original entrance gates and gate lodge, the stable yard and the area to the immediate foreground of Glendruid. Whilst the curtilage of Glendruid has not been defined, it is important that the original house has an appropriate setting. It is considered that the southern vista from the front of Glendruid is an historic view, which must be protected.

- The original early 19th century house is vacant and in a very poor state of repair. This is of considerable concern. The best way to protect the building is to keep it in active use.



Above: Glendruid Gate Lodge

Extract from Heritage Section of Cherrywood SDZ.

GDGP Submission:

While the SDZ Plan acknowledges the importance of the special landscape, the restrictions on development are not sufficient to protect this special landscape and character.

The 8th Amendment would worsen and not improve the protection of this special area.

APPENDIX 3

Image of Glendruid Woodlands



Glendruid Valley's ancient Woodlands –

Glendruid Valley is a magical woodland valley in the heart of south county Dublin, with the Carrickmines river flowing through it, and steep valley sides with their tall Scotts Pines. Overlooked at one end by Barrington's Glendruid House, and in the valley floor a portal tomb from our long past ancestors.

Extract on the ecological value of Glendruid Valley and a proposal for an ecological buffer zone. Its from an 2011 Cherrywood SDZ report.

"The Glen contains both freshwater and woodland habitat types including .. (mixed) broadleaved woodland. These habitats support a range of fauna that are found only in the Glen in the context of the whole SDZ area.

The full report is here.

https://www.dlrcoco.ie/.../files/atoms/files/appendixd_0.pdf

APPENDIX 4

Traffic Issues on Brennanstown Road.



Brennanstown Road – the land on left is in area in SDZ.

No cycle facilities along Brennanstown Road. In parts, not even pedestrian pathways.

GDPG Submission:

Dangerous for cyclists and pedestrians. On these ground alone the development of Residential off this stretch of Brennanstown Road needs to be fully reconsidered. Infrastructure for walking and cycling and amenity to be considered ahead of any residential development.

Appendix 5

Glendruid House off Brennanstown Road.

Built in 1808 by John Barrington, a quaker, successful Dublin soap manufacturer, and the visionary behind Glendruid estate. The property is a relatively restrained family home reflecting the quaker values of its owner and the fact that lands were leased, and not acquired until much later after his death.

According to the website of the National Inventory of Architectural Heritage: “Glendruid House is a delightful detached two-storey Georgian house, situated above an unspoilt and picturesque glen which stretches westward towards Carrickmines with unrivalled views. The House is five windows-wide and has a bow end with a pretty, ionic-pillared porch. The plan form of the House is compact, centred on a classically-detailed doorcase demonstrating good quality workmanship. The elementary form is still intact, in addition to the urn-topped parapeted roofline, restrained chimneypieces, and plasterwork refinements. The deliberate alignment of the house is to maximise the scenic vistas overlooking the rolling grounds and a richly-wooded tributary of the Loughlinstown River.”

Although Glendruid House is a protected structure, it has been left derelict and boarded up since at least 2003. According to the DLR CC Cherrywood SDZ appendix B Cultural Heritage, it is stated that; “The original early 19th century house is vacant and in a very poor state of repair. This is of considerable concern. The best way to protect the building is to keep it in active use”. It would be a shame to witness the demise of yet another fine house, representing an important component of the early nineteenth-century domestic-built heritage of south County Dublin.





Glendruid House today. Following 20 years of vacancy.

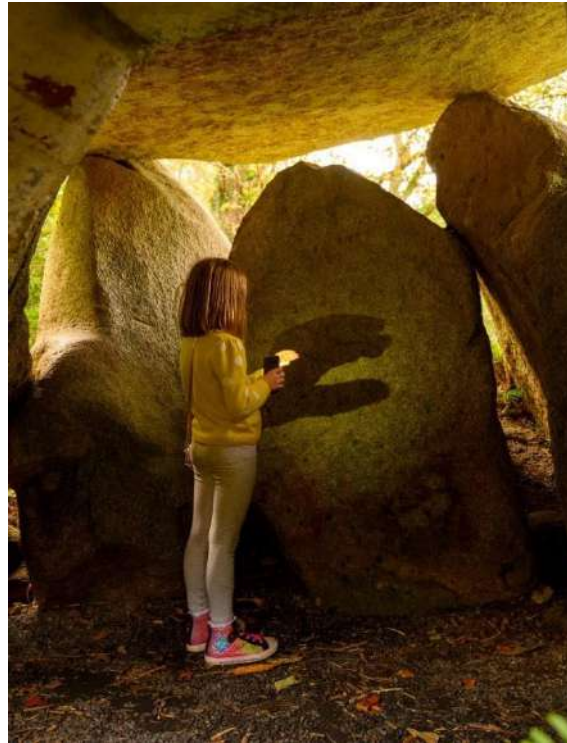


Glendruid House setting.

APPENDIX 6

Glendruid Dolmen and Valley

For the purpose of an impression of the valley and importance of setting and context some images are included in this appendix.



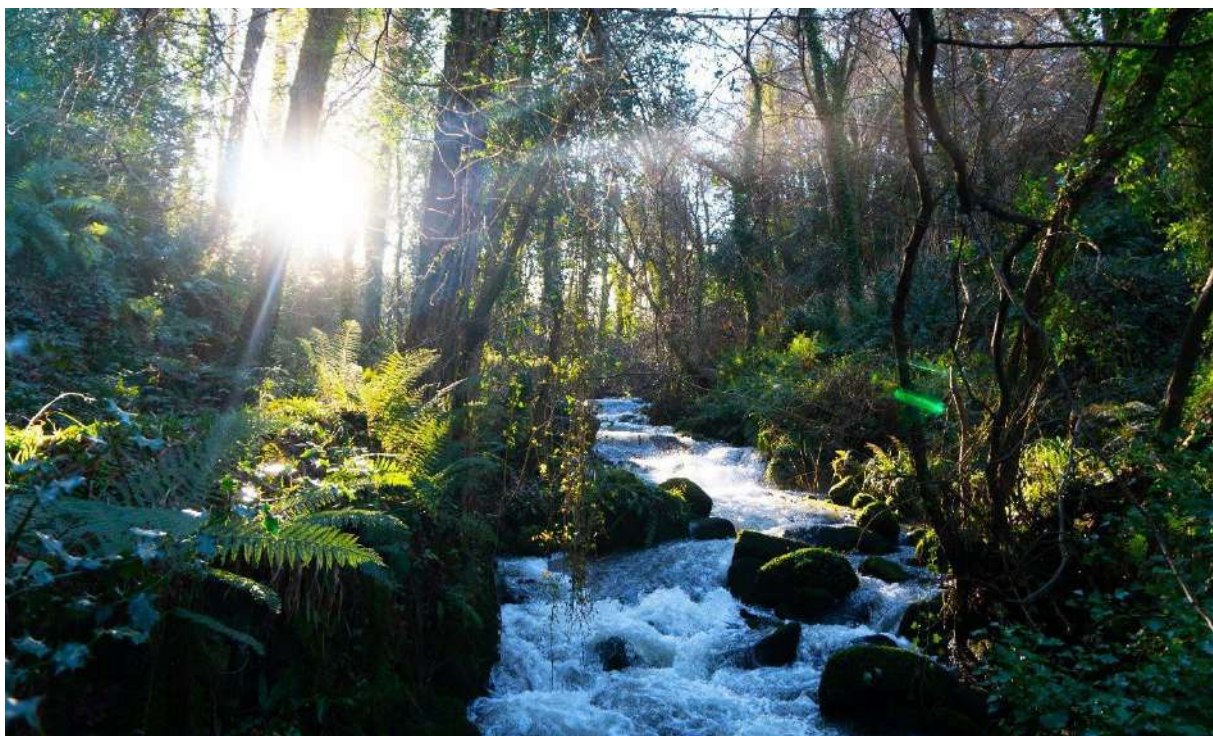
Heritage is for passing securely from one generation to the next.



Built 5,500 years ago, this tomb and its important setting deserves the protection of DLR Co Co. It lies just outside the SDZ area, but its setting is the river valley and woodlands which fall in the SDZ..



Glendruid view up valley to the East.



Scenes from Glendruoid Valley water cascades.

Appendix 7

Aerial Views of Development Area 5



Area to back of Glendruid could support approx. 6 more houses, and not 60 housing units.

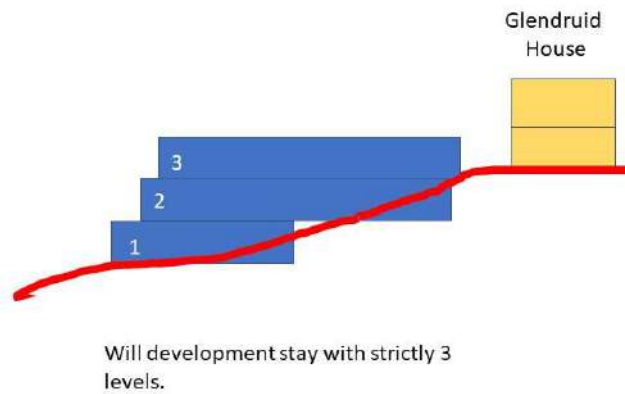
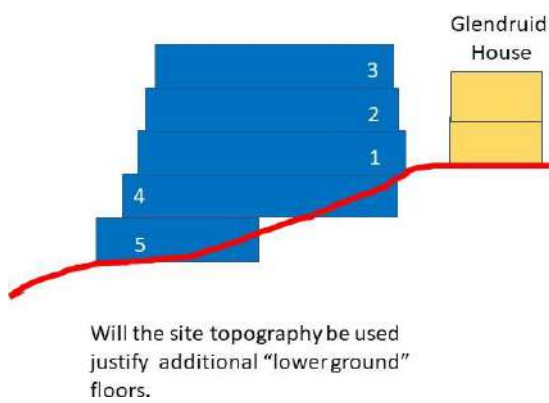


Impact of residential blocks at the location will degrade amenity and setting of historical monument at the centre of Glendruid Valley.

Appendix 8

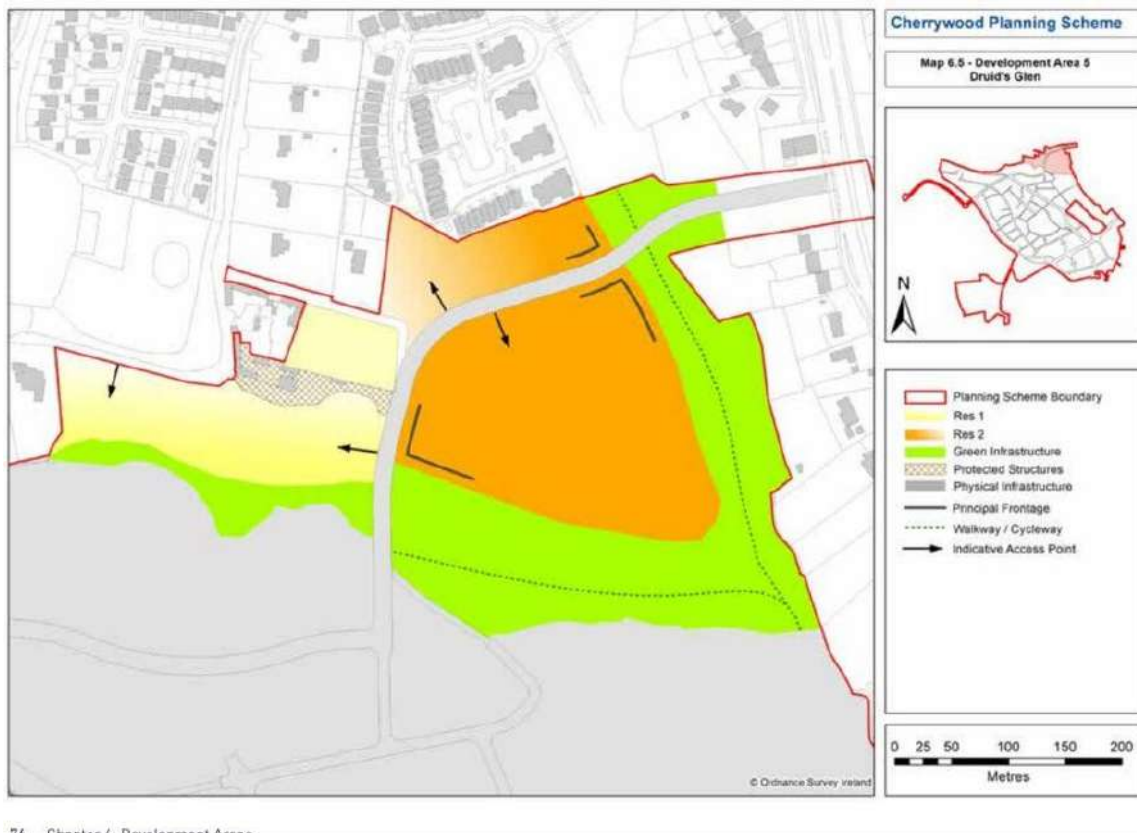
Building Heights

Building Height – how will it be interpreted?



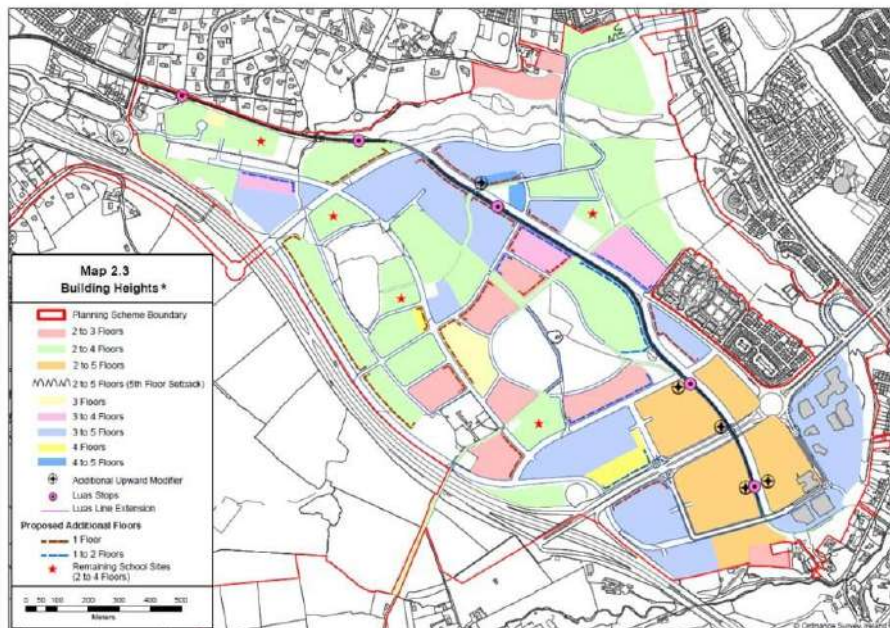
Appendix 8

Extracts from Amendment 8



The areas coloured Yellow are focus of this submission.

Proposed Amended Map 2.3 Building Heights



The Glendruid Valley is shown in northerly section of SDZ. It is the most sensitive section of the SDZ in terms of heritage, amenity and biodiversity.

Section 6.5 Development Area 5: Druid's Glen

PAGE 77

Amend table 6.5.1: Development Type and Quantum for Development Area 5 Druid's Glen, Sub-Heading Residential Development.

RESIDENTIAL DEVELOPMENT		
Total Residential Lands HA	8.5	
	Land Area HA	Density Range
Res 1	2.6	35-50 35-55
Res 2	5.9	45-70 45-75
Res 3	0	65-100 65-145
Res 4	0	85-125 85-175
No. of Dwellings on Residential Lands	Min	Max
	Circa 357	543 Circa 586
Overall Residential Density	Min	Max
	42 per ha	64 per ha 69 per ha
Building Height in Storeys	2	4
TOTAL NO. OF RESIDENTIAL DWELLINGS	Min	Max
	Circa 357	543 Circa 586

GDPG submit that max 12 houses are possible in the RES 1 area. A density of 5 per HA.

Density Type	Land Area HA	% Split	Min Density Range*	Max Density Range*	Min Units	Max Units
Res 1	3.9	5%	35	50 55	137	195 215
Res 2	44.5	58.5%	45	70 75	2,003	3,073 3,338
Res 3	21.8	28.5%	65	100 145	1,417	2,130 3,161
Res 4	5.9	8%	85	125 175	502	738 1,033
Mixed Use Areas	N/a	N/a	N/a	N/a	Circa 1,596	Circa 2,050 2,160
Developed to date	N/a	N/a	N/a	N/a	600	600
TOTALS	76	100%	-	-	Circa 6,255	Circa 8,786 10,500

The SDZ amendment will increase volume of housing by 20%. 1,716 additional units.

Value to Private Developers estimate at approx. €150m.

Compensation Measure for residents and wider public, currently Zero in the Amendment.

Proposed Building Heights Amendment

STATUTORY BODIES



07 September 2022

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

**Re: Proposed Amendment 8 to Cherrywood Planning Scheme 2014 (as amended)
Building Height & Density Review**

To whom it may concern,

I refer to the above. The Department of Education wishes to make the following submission in relation to the proposed amendment 8 to the Cherrywood Planning Scheme 2014 (as amended)

The Department of Education acknowledges the proposed review. It is noted that the proposed amendment to increase the maximum quantum of residential units from 8,786 to 10,500 in Table 2.2 Overall Potential Development Quantum Range has the potential to increase the population and demographic in the SDZ area over all. The Department notes from the background paper to Proposed Amendment 8 that there is no proposal to increase the size or number of the existing six designated school/education sites in the plan area. However section "4.2.2 Schools" of that document states that it is proposed to increase the building heights on 4 of the 6 school sites in Cherrywood. It is noted that the primary school site in Priorsland will remain the same at the original proposed maximum of 4-storeys and similarly the primary school at Tully Park will not increase in building height under the current proposed amendment. It also states that the proposed increased height for the remaining two primary schools and two Post Primary Schools will allow for an increase in the capacity of these school sites if required, in line with the proposed increased number of new homes proposed in the Planning Scheme as part of this Amendment.

The Department notes the proposed amendment to Map 2.3, which identifies where the proposed height increases will be applied. However in an effort to gain clarity regarding the maximum achievable floor area and school size, the Department would be grateful if the DAPT could identify the actual proposed building heights for each of the four amended school sites.



The Department thanks Dún Laoghaire Rathdown County Council for ongoing assistance in relation to school planning matters and looks forward to continuing to work together to deliver educational requirements for the Dún Laoghaire Rathdown area.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Alan Hanlon', is written over a horizontal line.

Alan Hanlon
Statutory Plans
Forward Planning Section

Mary Kennefick (Administrative Officer)
Forward Planning Infrastructure Department
Dún Laoghaire-Rathdown County Council
County Hall
Marine Road
Dún Laoghaire

By email: fpiadmin@dlrcoco.ie

Dáta | Date

04/08/2022

Ár dTag | Our Ref.

TII22-119538

Bhur dTag | Your Ref.

Building Height & Density Review –
Cherrywood SDZ Planning Scheme

RE: Proposed Amendment No. 8 to Cherrywood Planning Scheme 2014 (as amended)

Dear Ms. Kennefick,

Transport Infrastructure Ireland (TII) has inspected the proposed amendment, and its attachments and supporting documents that includes *Proposed Amendment No. 8 to the Cherrywood Planning Scheme – Building Height and Density Review*, May 2021.

Transport Infrastructure Ireland (TII) works closely with the NTA and DLRCC on monitoring the implementation of the Cherrywood SDZ planning scheme. This important activity promotes sustainable modal choice, addresses potential adverse impacts on capacity, efficiency and safety of the national road network and ensures the efficient and effective operation of Luas to serve the development area and the city.

It is an investment priority of the National Development Plan, 2018 – 2027 and Spatial Planning and National Roads Guidelines for Planning Authorities' (2012) to ensure that the extensive transport networks which have been greatly enhanced over the last two decades, are maintained to a high level to ensure quality levels of service, accessibility and connectivity to transport users. TII seeks to ensure that these official national objectives are not undermined and that the anticipated benefits of the investment made in the national road network are not jeopardised. The M50 and N/M11 are heavily trafficked and critical national transport. Therefore, it is important that the transport mitigations including population quantum's incorporated in to the Adopted Cherrywood SDZ Planning Scheme are maintained.

Transport Infrastructure Ireland has reviewed the text for the proposed amendment and notes that the proposed amendment would bring the residential units up to circa 10,500 Units. However, it is observed that with a reduced household size, the population for the SDZ will be broadly equivalent as that proposed in the existing Planning Scheme. Taking account of this factor, TII considers, that subject to maintaining the transport controls and population quantum of the adopted Planning Scheme, this proposed amendment is appropriate and acceptable.

Yours faithfully,



on behalf of
Land Use Planning Unit